













**DODWELL & COMPANY, LTD.**

FOR NEW YORK AND BOSTON via SUEZ.

M.V. "TOLEDO" .....Sails on/or about 24th Sept.

**LLOYD TRIESTINO**FOR BRINDISI, VENICE AND TRIPOLI (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.**REDUCED PASSAGE RATES.**BRINDISI, VENICE & TRIESTE ..... £72.10.0  
LONDON ..... £80.0.0.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE &amp; MOI.

From Hong Kong:  
M.V. "VIMINALE" .....Sails on/or about 11th Oct.  
M.V. "ESQUILINO" .....Sails on/or about 8th Nov.  
M.V. ROMOLO .....Sails on/or about 6th Dec.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong:  
S.S. "VENEZIA" .....Sails on the 22nd Sept.  
M.V. "REMO" .....Sails on/or about 16th Oct.  
M.V. "VIMINALE" .....Sails on/or about 18th Nov.**NATAL LINE OF STEAMERS**FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.S.S. "UMZUMBI" .....Sails from Calcutta middle of Sept.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES,

£120, £112, £110, £102, £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

SIBERIA MARU (Calls Los Angeles) Tuesday, 2nd October.

TAIYO MARU (Calls Nagasaki) Tuesday, 18th October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

SUWA MARU .....Saturday, 22nd September.

FUSHIMI MARU .....Saturday, 6th October.

SYDNEY &amp; MELBOURNE via Manila &amp; Port.

AKI MARU .....Wednesday, 24th October.

MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.

BOMBAY via Singapore, Penang, &amp; Colombo.

+ NAGATO MARU (omit Penang) Thursday, 27th September.

AWA MARU .....Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico &amp; Panama.

BOKUYO MARU .....Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

KANAGAWA MARU .....Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

+ MAYBASHI MARU .....Monday, 24th September.

TOBA MARU .....Sunday, 21st October.

LIVERPOOL via Port Said, Geneva, Marseilles.

+ LIMA MARU (Calls Glasgow) Sunday, 21st October.

CALCUTTA via Singapore, Penang &amp; Rangoon.

+ RANGON MARU .....Sunday, 30th September.

+ GENOA MARU .....Monday, 8th October.

NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU .....Friday, 21st September.

SHANGHAI, KOBE &amp; YOKOHAMA.

MALACCA MARU (Calls Keelung) Sunday, 30th September.

TAMBA MARU (omit Shanghai) Sunday, 30th September.

+ TOYOOKA MARU .....Monday, 1st October.

+Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

SPECIAL SUMMER EXCURSION TICKETS ON SALE.

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ALASKA MARU .....Thursday, 11th October.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban &amp; Cape Town.

HAWAII MARU .....Saturday, 29th September.

LAPLATA MARU .....Friday, 26th October.

BOMBAY—Via Singapore &amp; Colombo.

INDUS MARU .....Thursday, 20th September.

SHUNKO MARU (Calls at Karachi) Thursday, 4th October.

BORNEO MARU .....Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

CHICAGO MARU .....Friday, 23rd September.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU .....Tuesday, 25th September.

TACOMA MARU .....Thursday, 27th October.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—Via Shanghai and

Japan ports.

LONDON MARU (Sailing from Dairen) Friday, 21st September.

MELBOURNE—Via Manila, Brisbane &amp; Sydney.

BURMA MARU .....Saturday, 6th October.

HAIPHONG—Via Yokohama &amp; Fukuoka.

NEW YORK—Via Japan ports, San Francisco &amp; Panama.

ARGON MARU .....Thursday, 27th September.

JAPAN PORTS

HONOLULU MARU .....Tuesday, 25th September.

ANDER MARU .....Saturday, 6th October.

KASADO MARU .....Wednesday, 10th October.

KEELUNG—Via SWATOW &amp; AMOY

KISHU MARU .....Sunday, 23rd Sept. Noon.

HOZAN MARU .....Sunday, 23rd Sept. Noon.

KISHU MARU .....Sunday, 30th Sept. Noon.

TAKAO—Via SWATOW &amp; AMOY

DEL MARU .....Thursday, 4th Oct. Noon.

TAKAO &amp; KEELUNG

SOURABAYA MARU .....Wednesday, 17th October.

For further particulars please apply to—OSAKA SHOEN KAISHA.

Tel. Central No. 4688, 4689, 4690.

**SHIPPING SECTION.****UNSEAWORTHY.**CLAIM AGAINST GERMAN  
SHIPBUILDERS.**TWO COLLIERIES.**

The Court of Appeal at The Hague has rejected the appeal brought by the Germania Werft as a result of the judgment of the Rotterdam tribunal which had condemned the appellants to return to the Shipping and Coal Company, of Rotterdam, the cost of the construction of two colliers which were found to be unseaworthy and to pay damages to the same owners.

The court expressed the opinion that, in conformity with Dutch law, the contract which existed between the shipbuilders and the ship-owners could not be regarded as terminated by the fact of the delivery of the ships, and that the builders remained, after the said delivery, responsible for any concealed defects.

The judgment adds that the stability trials carried out on the demand of the Dutch inspectors of navigation did not constitute a proof of the initial stability of the vessels, and that the shipowner could not himself be called upon to carry out the extremely difficult and complex tests which alone would permit the stability of ships to be determined in a precise fashion. The shipowners were, accordingly, entitled to claim the rescission of the contract as soon as it was found, some time afterwards, that the ships were unfit for the service for which they were intended, and that the defects in construction were such that a reconstruction of the vessels was out of the question.

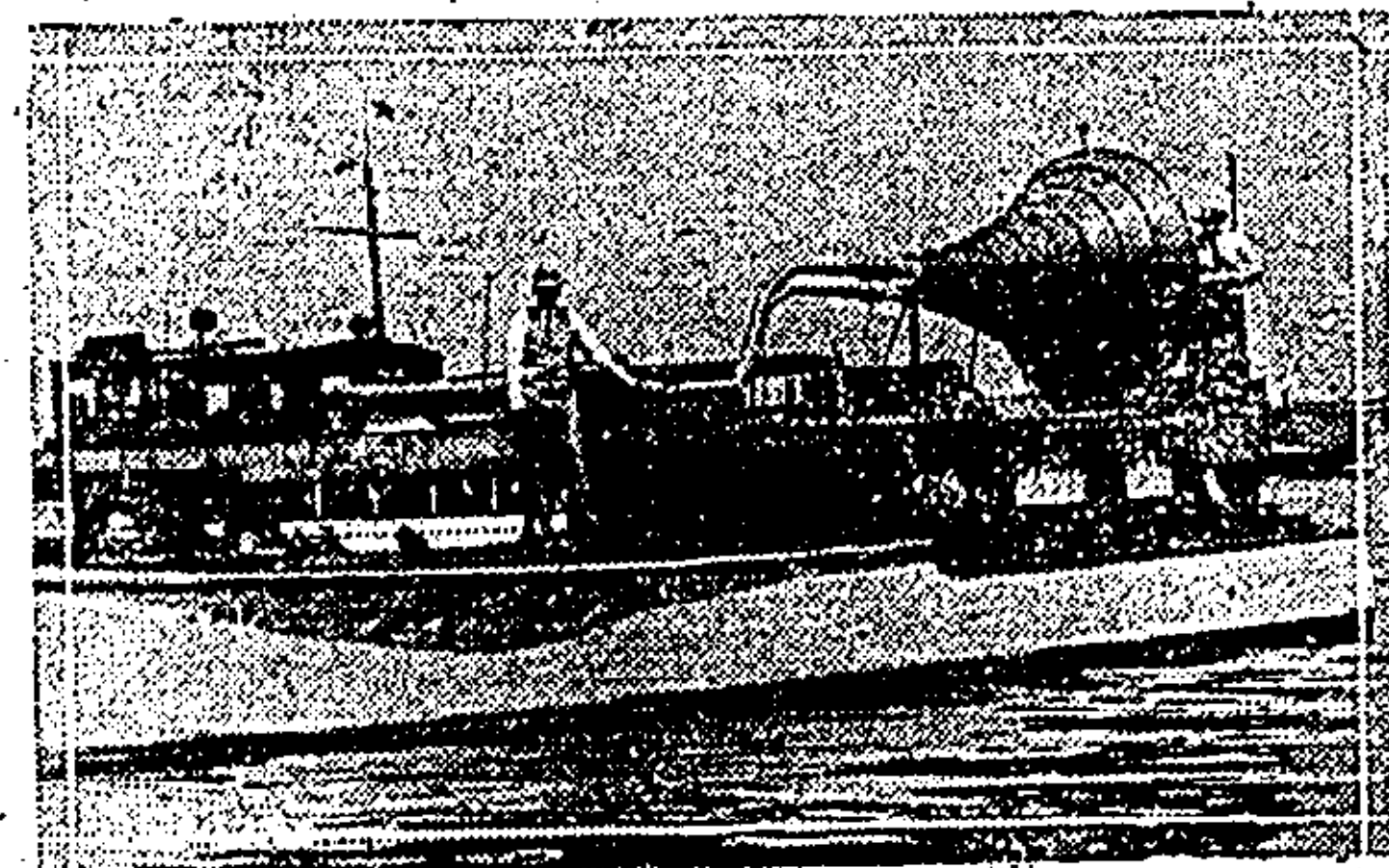
**IN NORWAY.**INCREASING NUMBER OF  
MOTOR-VESELS.**ITS CHANGED CHARACTER.**

During the last year or two there has been a tendency in certain quarters to assess the general health and virility of a country's mercantile shipping solely from the standpoint of its adoption of the motorship, and if the shipping of all nations were measured up according to this standard, no country would stand out in a stronger light than Norway. At the beginning of this year the position of Norway in this respect was that she had on order 45 motorships aggregating 400,000 tons, and although no large steamer was built for Norwegian ownership during 1927, there were built during that year 20 motor vessels of 116,368 tons for service under the Norwegian flag. Added to this is the fact that, according to the latest issue of Lloyd's Register, Norway, with 747,466 tons, is second only to Britain as the largest owner

There will be many students of the subject who, while not gaining the existence of problems and difficulties which must inevitably follow such a complete change of ship types and dimensions as has been the experience of Norway, will be inclined to take the view that in so wholeheartedly and progressively undertaking the construction of large, fast and modern type ships she has immeasurably increased the efficiency and mobility of her mercantile fleet. Many of her modern motorships are chartered for several years ahead at highly remunerative rates, and although such ships do not ply to near home ports, and are not, as a general rule, equipped or repaired in home ports, the fact should not be lost sight of that the operation of such tonnage results in very material economic gain to the country.

**OUTSIDE INFLUENCES.**

Whatever may be the causes responsible for the marked diminution in the competitive capacity of the small Norwegian steamer as a class or type, it hardly appears logical to attribute responsibility, partly or in whole, to the growing adoption, by Norwegian owners, of the large and modern motorship of fairly high speed. Nor does it seem reasonable to suppose that there are many responsible public bodies in Norway who seriously believe that a curbing of the prevailing tendency towards the acquisition of large ships and a reversion to the development of the small ship would be followed by an economic improvement in the shipping situation as a whole.



This horn is called the world's largest marine loud speaker—it will magnify a man's voice 1,000 times and can be heard four miles away. The device will be used specially for officials directing water races.

**THE "VICTORY."**H. M. THE KING VISITS  
NELSON'S OLD FLAGSHIP.

The King went down to Portsmouth recently to see Nelson's old flagship, the "Victory," which has been overhauled and re-conditioned and is now looking exactly the same as she was when she headed the line of battle at Trafalgar. The "Victory" lies in dry dock in Portsmouth Harbour, and there she will remain as long as she holds together. The King spent four hours inspecting the ship, and unveiled a tablet commemorating the completion of the work. His Majesty was much interested to learn of all the difficulties that had to be surmounted, and the research that was necessary to make the "Victory" in all respect as at Trafalgar. In reply to a question the King was told that the "Victory" might be expected to last in the present state for about 300 years. "It has been more than worth while restoring the ship and I am very glad to have been here to-day to see the work now that it is complete," said the King. After his inspection of the "Victory" the King went on board the battleship "Nelson" and lunched with Sir Hubert Brand. The "Nelson," which is the flagship of the Atlantic Fleet, is the wonder ship of the Navy. For the King it had also a personal interest as the ship on which Prince George has been serving for some time as a Lieutenant. While at Portsmouth his Majesty also inspected the "Australia" and "Canberra," the newest ships of the young Australian Navy. They have just been taken over from the shipbuilders, and are soon to go to Australia.

**MOVEMENTS OF STEAMERS.**

The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe on Sept. 18 at 5.00 p.m. left Kobe yesterday at Midnight and was due at Yokohama to-day at 6 a.m.

The C.P.S. R.M.S. "Empress of Canada" arrived at Kobe yesterday at 7.30 a.m. left Kobe at 6 p.m. and is due at Shanghai to-morrow at 4 p.m.

The B.I. s.s. "Gambada" left Moji for this port on Sept. 16 p.m. and is due here on Sept. 22 at about 6 a.m.

The B.I. s.s. "Benavon" from Leth, Middlesex, Antwerp, London, Straits and Philippines is due to arrive here on Sept. 23.

The M.V. "Toledo" (D. &amp; Co.) sailed from Norfolk on July 29, and is due in Hong Kong on Sept. 24.

The C.P.S. R.M.S. "Empress of Canada" arrived at Yokohama on September 17 at 4 p.m., left Yokohama on September 18 at 8 a.m., and is due a Hong Kong on Sept. 24 morning. She leaves for Manila on Sept. 25 at 5 p.m.

The s.s. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 26, and is due here on or about October 8.

of motorship tonnage, and is very far ahead of America, third on the list with 489,258 tons. Norway, in fact, has a higher percentage of motorship tonnage in her fleet than any other country.

These figures would appear to present a prima facie case for no little satisfaction from the Norwegian standpoint, and there can be no doubt that they reveal a progressive policy on the part of Norwegian owners generally. There is, however, another side to the question. This almost complete volte face from steam to motor propulsion has changed entirely the character of Norwegian shipping, since, whereas in the pre-motorship period a very large proportion of her shipping was made up of units of comparatively small tonnage, the tendency now is to build motorships of much higher tonnage and speed. Of motorships on order at the beginning of the year for Norwegian account no fewer than 21 were of 9,000 tons deadweight or more.

**SERIOUS RESULTS FORESEEN.**

This trend towards the acquisition of larger ships was recently made the subject of reference by the Committee of the Bergen Stock Exchange. The committee point out that while the number of ships throughout the world of between 500 to 2,000 tons has increased by 7 per cent. between 1914 and 1925, it has actually decreased in Norway by 24 per cent., and it is considered that if this tendency continues, the results will be very serious for Norwegian shipping. Tracing the development of the larger shipping, concerns the committee show that these have grown from modest beginnings, and not infrequently by means of small ships. These small ships, plying in the near home waters, are considered to have a relatively greater importance for the economic welfare of the country than the large ships. They require proportionately larger crews, and are equipped and repaired more frequently at home. The equipment and layout of the home shipbuilding yards have been specifically designed for the construction of small and medium-size ships, and as a result an unduly large proportion of the current shipbuilding programme, involving 9,000 tons deadweight motorships, is of necessity being built abroad. Furthermore, as a result of a progressive falling off in the competitive capacity of the small ship, it has been estimated that almost 100,000 tons d.w. of such Norwegian ships have been sold and transferred to foreign flags during 1928.

**CANADIAN PACIFIC**SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.**SAILINGS 1928.**

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

**HONG KONG—MANILA SERVICE.**

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Sept. 25	Sept. 27	EMPRESS OF CANADA	Sept. 28
Oct. 16	Oct. 18	EMPRESS OF RUSSIA	Oct. 19

**CANADIAN PACIFIC EXPRESS**TRAVELLERS CHEQUES  
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THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42 Cables: "NAUTILUS."**BRITISH WUCHOW LINE****SEPTEMBER SAILINGS.**DEPARTURE HOURS:  
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.  
S.S. "TAI HING"  
[1,068 tons—Capt. O. B. Wilks.]**SEPTEMBER.**

SUN. 23rd FRI. 28th

**S.S. "TAI MING"**

[649 tons—Capt. G. J. Spink.]

**SEPTEMBER.**

FRI. 21st WED. 26th

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87, Connaught Road West,

Phone: Central 893.

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**THE AMERICAN EXPRESS CO., INC.**4, DES VOEUX ROAD CENTRAL,  
Hong Kong.**BANK LINE LTD.**

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

**UNITED KINGDOM & CONTINENT** ..... ELLERMAN LINE

S.S. "CITY OF KHARTOUM" Havre, London, Rotterdam, Hamburg &amp; Glasgow ..... 24th September.

S.S. "CITY OF DELHI" ..... Havre, London, Rotterdam &amp; Hamburg ..... 24th October.

S.S. "CITY OF GLASGOW" ..... Havre, London, Rotterdam &amp; Hamburg ..... 17th November.

S.S. "CITY OF MOBILE" ..... London, Rotterdam &amp; Hamburg ..... 9th December.

**BOSTON, NEW YORK & BALTIMORE** ..... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF WELLINGTON" ..... via Suez Canal ..... 5th October.

S.S. "CITY OF KHOS" ..... via Suez Canal ..... 26th October.

S.S. "CITY OF PERTH" ..... via Suez Canal ..... 30th November.

ALSO AGENTS FOR

**ANDREW WEIR & CO.**

SERVICES TO

**BOSTON, NEW YORK & CUBAN PORTS** ..... AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANE" ..... via Suez Canal ..... 15th October.

**MAURITIUS & SOUTH AFRICA** ..... ORIENTAL AFRICAN LINE

S.S. "TINHOU" ..... 15th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agua Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Belra, Callamora, Rio, Port Annela, Mozambique, China, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Tzitzila Bay, Walvis Bay and Madagascar.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.
*MOREA	10,263	13th Oct.	Marseilles & London.
*MIRZAPUR	6,715	25th Oct.	Straits & Bombay.
*KHIVA	9,135	27th Oct.	Marseilles, London & Hull.
*KIDDERPORE	5,334	10th Nov.	Straits, Bombay & Karachi.
*MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.

\*Cargo only.

\*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

*GAMBADA	5,307	23rd Sept.	Singapore, Penang & Calcutta.
*TAKADA	6,949	1st Oct.	Singapore, Penang & Calcutta.
*TALANDA	5,018	13th Oct.	Singapore, Penang & Calcutta.
*TALMA	10,060	27th Oct.	Singapore, Penang & Calcutta.

\*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thursday Island, Australia.
ARAFURA	6,956	30th Nov.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,000	2nd Nov.	
ST. ALBANS	4,500	28th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

*LAHORE	5,252	28th Sept.	*Shai, Moji, Kobe & Yokohama.
*KHIVA	9,135	29th Sept.	*Shai, Moji, Kobe & Yokohama.
*TANDA	10,000	3rd Oct.	*Amoy, Moji, Kobe & Osaka.
*ARAFURA	6,956	10th Oct.	*Moji, Kobe, Osaka & Yokohama.
*MACEDONIA	11,120	13th Oct.	*Shai, Moji, Kobe & Yokohama.

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Landries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages Freight, Handbooks, etc., apply to:—

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AMERICAN &amp; MANCHURIAN LINE.

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "PREMIER"	.....	Via Suez Canal	20th Sept.
S.S. "CITY OF WELLINGTON"	.....	Via Suez Canal	5th Oct.
S.S. "ACAPENOR"	.....	Via Suez Canal	17th Oct.
S.S. "CITY OF KHLOR"	.....	Via Suez Canal	29th Oct.
S.S. "PYRRHUS"	.....	Via Suez Canal	10th Nov.
S.S. "CITY OF PERTH"	.....	Via Suez Canal	22nd Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

PUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.  
HONG KONG & CANTON: JARDINE, MATHESON & CO., LTD., Canton.

## CHOLERA DEATH.

THE LATE PROFESSOR  
NICHOLS.

LINER TRAGEDY RECALLED.

Details of the career of the late Professor Lee Nichols, who died of cholera on board the P. & O. liner "Naldora" on August 10 when four hours out of Penang, are published in the "Times" as follows:—

Professor Nichols was on his way to Yokohama to take up the Chair of English Literature, which has just been vacated by Mr. Sherard Vines. He was a graduate of London University, where he studied after the War. During the War he lost an arm, but did not allow this to interrupt his athletic activities. He was at one time captain of the University College boxing club. On leaving University College he became Warden of Chancellor's Hall in the University of Birmingham, where he remained until this spring. A man of many activities, he was also a poet and dramatist of some distinction. Some of his plays have been produced in the United States, which he visited on British propaganda work during the War.

## STRAITS FISHERIES.

FINAL COMMENTS ON TRAWLING OPERATIONS.

The 1927 report of the S.S. and F.M.S., Fisheries Department, referring to the experiments with the trawler "Tongkol," states:—

It has been shown that large catches can be made by the trawl within the 10 fathom line between the Dindings and Penang. Small motor-trawlers built locally and manned by Asiatics promise to be highly remunerative in this area. The Prai wharf in Province Wellesley would make a suitable, up-to-date market for the catch of such craft.

In Malayan waters of over 10 fathoms in depth the otter-trawl with its various modifications does not promise commercial success unless some means can be found of stocking the net with more fish. Various reasons can be advanced in explanation of the relative failure of this net in local and indeed in tropical waters generally. Amongst them may be enumerated the difference in class of fish, the fish most commonly caught by the trawl in its home waters being either few (pleuronectids) in numbers or altogether absent (Cod family) in tropical waters; or fish may be much scarcer in tropical than in cold and temperate waters; or again they may not differ very much in numbers in the two environments, but they tend to group at seasons in the cold and temperate waters owing to the change from winter to summer, while in tropical waters, where seasonal variation is slight and where spawning by many bottom fish is persistent instead of sporadic, fish remain scattered.

It will suffice to say that some happy modification of the trawl-net or some method of grouping fish—several methods with this object in view are practised by the Malay fisherman—may result in placing the trawl-net in the tropics in the dominant position it attains in the North Sea.

## SWEDISH TANKERS.

GOETTERVERKEN LAUNCH THEIR BIGGEST SHIP.

Two large-size motor tankers have been built by the two leading Swedish shipyards, the Goetsa Works and the Eriksberg Works, both in Gothenburg.

The Goetsa Works tanker "Nike," built for the Transoil Shipping Company, of Gothenburg, is the biggest ship yet launched from a Swedish yard. When ready it will have a capacity of 13,500 tons d.w., and the weight of the ship when launched was 4,400 tons. It is constructed on the pattern of the Goetsa Works standard, 9,000 ton tankers, has 19 tanks for oil cargo, and its motors will develop 4,500 indicated h.p. It has for the first year been time chartered by the Anglo-Saxon Petroleum Company, Ltd. On the bed vacated by the "Nike" the Goetsa Works will immediately lay the keel for a 10,000 tons cargo ship, ordered by the Swedish East Asiatic Company, of Gothenburg.

Another motor tanker was delivered by the Eriksberg Mekaniska Verkstads Aktiebolag to the Ront Shipping Company, of Gothenburg, and is named "Gustaf E. Reuter." It has a capacity of 9,000 tons d.w., its length between p.p. is 407 feet, breadth 55 feet, and depth 32 feet. It has 16 tanks, all with heating coils, and is equipped with steam-driven auxiliaries, except for the steering engine, which is electrically driven. The machinery consists of two 6-cylinder Diesel engines, developing together 2,800 indicated h.p., and three auxiliary Diesel motors, all of the Eriksberg and Bernerlester and Wain type.

The Eriksberg concern has orders for seven more motorships and one passenger steamer.

## THE WAITER KNOWS.

NATIONALITY BY THE WINE  
ORDERED.

ENGLISH FOOD POPULAR.

There is no more cosmopolitan class of men in the world than the head waiters in the London hotels.

Their knowledge of foreign temperaments is unique. They have an uncanny ability in distinguishing a man's nationality as soon as he enters the restaurant. Almost before he has crossed the threshold the head waiter is welcoming him in his own language.

A head waiter is at once a gourmet, a linguist, a connoisseur of wines, a psychologist, and an encyclopaedia of information.

A "Daily Mail" reporter who asked how head waiters are able to recognise nationalities was told by Napoleon, as the head waiter at the Hotel Victoria, Northumberland-avenue, is known to hundreds of foreigners:—

A German is obvious to anyone, with his heavy face, square jaw, and close-cropped thick hair. The Dane and the Swede have a stiff mien and unemotional faces. The Frenchman is neat, petit, and gesticulating. The Italian is more swarthy, and the Spaniard has a pointed face.

Sometimes the shades of difference are very slight, but they are seen by a head waiter and he rarely makes a mistake.

Years ago the head waiter used to suggest various foreign dishes; but now all European peoples have been educated to feed as the Englishman feeds.

It is by his choice of wines that a man's nationality becomes most apparent. An Englishman will have a cocktail and drink champagne all through the dinner. A Frenchman has sherry with his soup, white wine with his fish; then a burgundy, followed by champagne, port, and liqueurs.

Danes and Swedes drink a lot of spirits peculiar to their own country. The German drinks beer, and Spaniards and South Americans drink mostly minerals.

The most generous and courteous nationality to serve is the English. The Englishman is very particular about his food, but when he has made up his mind what he wants he has it without any more fuss.

King Alfonso's Meal.

A head waiter at the Carlton Hotel agreed that all nationalities are being educated to the English menus. He said:—

A typical meal for most foreigners is mutton, light soup, fish, an quail, and later grouse. That is for the most part what the Englishman eats. Whenever the King of Spain dines here he orders the same menu: Caviare, mutton, soup, fish, and saddle of mutton. That is a typically English dinner.

## CHINESE NAVY.

UNITS ASSEMBLING FOR  
MANOEUVRES.

Shanghai, Yesterday. Naval manoeuvres, under the direction of the commanders of the 1st and 2nd squadrons of the Chinese Navy, are to be held in the latter part of this month.

Seventeen gunboats are assembled at Tashenkwan, near Nanking, and more are coming from up river and from Nanking.—Reuter.

## HOAXERS.

PEOPLE WHOSE HEADS NEED  
EXAMINING.

"I have murdered my wife and decided to have a watery grave between Sonning and Ship-lake," advised "Daily Mail" H. Jones. This message written on an envelope was found in a bottle recovered from the Thames at Wargrave. There is no "H. Jones" missing from Wargrave. Fifty police and Thames Conservancy men have searched the river between Sonning and Ship-lake but nothing has been found.

Ninety-nine in every hundred of these bottle messages are hoaxes. They are usually written by people whose heads need examination.

Recently several bottles have been picked up containing messages purporting to come from missing Atlantic fliers. Sir John Simon, addressing the Liberal Summer School, at Oxford, said safeguarding bore the same relation to Protection that being tipsy did to being thoroughly and constantly drunk. "That is to say," Sir John explained, "the pleasant sensations which some people allege accompany the first are really no safe indication of permanent well-being according from the second."

## "DIAMOND" SHIP.

ONLY \$50 FOUND TO BE  
IN SAFE.

A SURPRISE.

Saint-Nazaire, Loire. — The safe recovered by divers from the Belgian liner "Elisabethville" sunk by a German submarine off Belle Ile in 1917, was opened on board the Italian salvage steamer "Artiglio."

It was found to contain only about \$50 in Belgian money and four English sovereigns. There was no trace of the diamonds and other precious stones, valued at \$1,250,000, which were supposed to have been on board the steamer.

The salvage company, however, is inclined to believe that the treasure lies in another safe somewhere in the wreck.

Divers are to be sent down once more to seek for the valuable cargo of ivory which the "Elisabethville" was known to carry, and at the same time to pursue the quest for the missing treasure.

It is stated that these operations are preliminary to an attempt next spring to recover the gold bars worth \$1,000,000, which went to the bottom in the P. & O. liner "Egypt" when she foundered off Ushant in 1922. If the Italian company succeeds in recovering the "Elisabethville's" treasure it may ultimately attempt to save the contents of the strong-room of the "Lusitania."

The Artiglio's salvage operations have been carried out in extremely difficult conditions at a depth of 40 fathoms and involved delicate blasting operations at a pressure never before attempted by divers.

The diver who first located the "Elisabethville" recently, after eight years of vain efforts to determine her position, conducted all the work with one assistant.

## CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

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All claims against the vessel must be presented to the undersigned on or before the 3rd prox. or they will not be recognised.

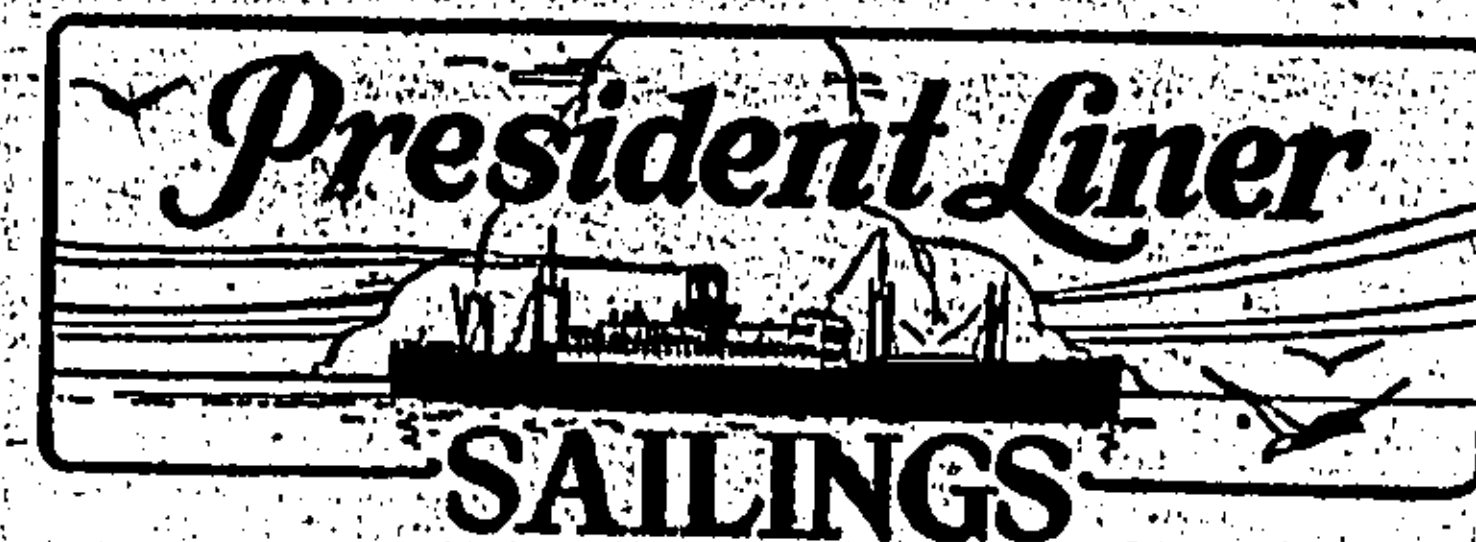
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

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Hong Kong, 17th Sept., 1928.



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Pres. Pierce	.....	Oct. 23rd	
Pres. Taft	.....	Nov. 6th	

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

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Pres. Madison	.....	Oct. 16th	
Pres. Jackson	.....	Oct. 30th	
Pres. McKinley	.....	Nov. 13th	

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Pres. V. Buren	Sept. 23rd	8 a.m.	Pres. Adams	Nov. 4th	8 a.m.
Pres. Hayes	Oct. 7th	8 a.m.	Pres. Garfield	Nov. 18th	8 a.m.
Pres. Folk	Oct. 21st	8 a.m.	Pres. Harrison	Dec. 2nd	8 a.m.

## To Manila

Pres. Lincoln	Sept. 25th	6 p.m.	Pres. Pierce	Oct. 13th	6 p.m.
Pres. Cleveland	Sept. 29th	6 p.m.	Pres. Jackson	Oct. 23rd	6 p.m.
Pres. Madison	Oct. 9th	6 p.m.	Pres. Taft	Oct. 27th	6 p.m.

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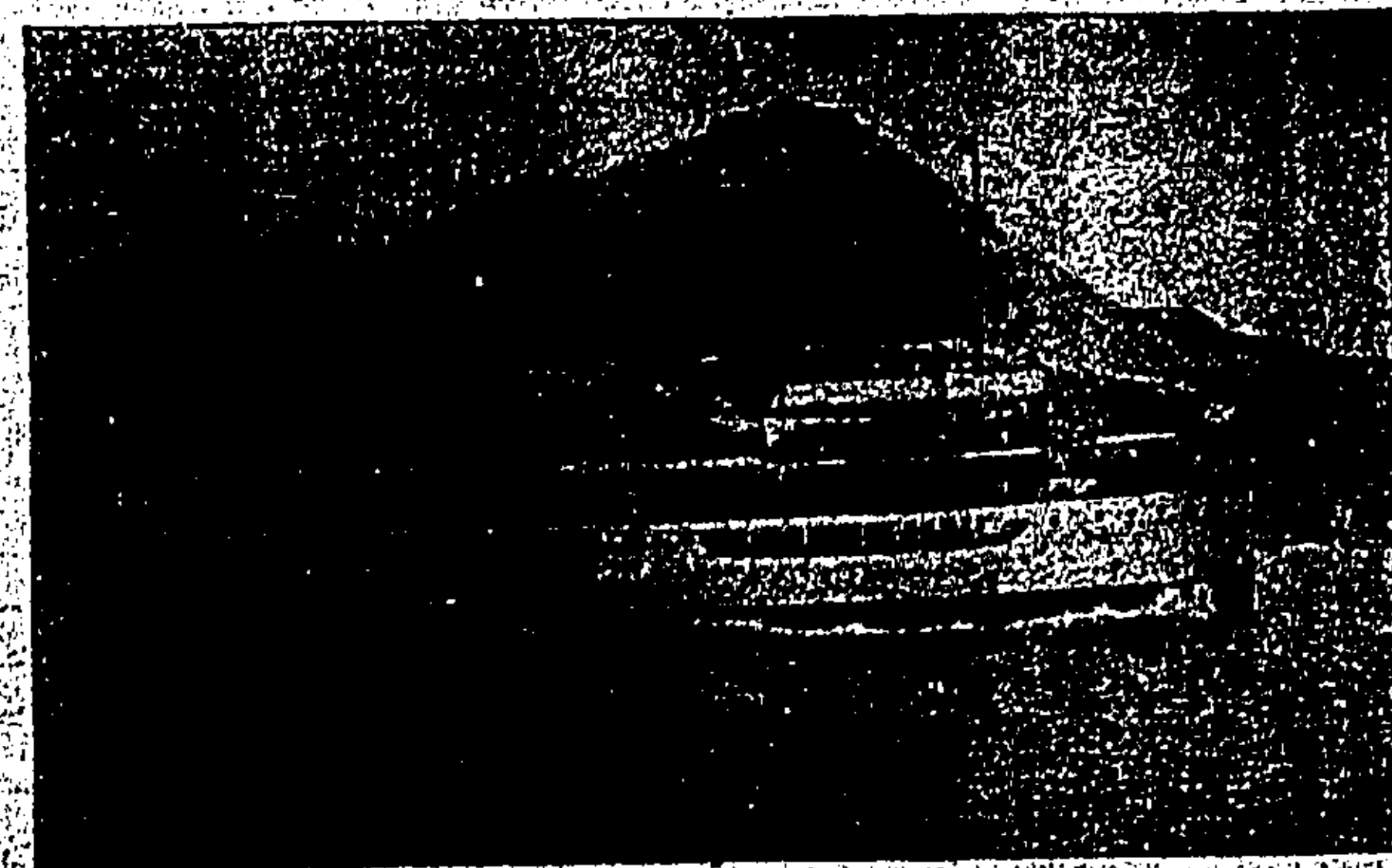
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(The weekly edition of the "China  
Mail." Annual subscription, H.K.  
\$15 including postage \$15, payable  
in advance.)

Published by  
**The Newspaper Enterprise, Ltd.**  
Printers, & Publishers,  
No. 3A, WINDHAM STREET,  
HONG KONG.

TELEPHONES:—  
Office Central 22.  
Editorial Central 461.  
Cable Address:—Mail, Hongkong.

All communications should be  
addressed to the Newspaper En-  
terprise, Ltd., to whom all com-  
munications should be made payable.  
London Office:—The Far East-  
ern Advertising Agency (London),  
Ld., 35-38, Southampton Street,  
Strand, W.C.2.

Hong Kong, Thursday, Sept. 20, 1928.

NO "HUSH, HUSH"  
BUSINESS.

Relegation to the limbo of  
things forgotten is the fate of  
many projects and schemes in  
this Colony. Out here memories,  
like tempers, are short, the one  
conveniently so and the other in-  
conveniently so. So short, indeed,  
are the former that the wide-  
spread public agitation of a couple  
of months ago over the water  
shortage is now a matter entirely  
out of mind as well as out of  
sight. Since those Legislative  
Council discussions, Sanitary  
Board discussions and Press dis-  
cussions other things have come  
to the fore to divert us—a few  
interesting legal cases, increased  
salaries for the Home-engaged  
civil servant and no increase for  
the locally-engaged man, criticism  
of police methods, the Grand  
Tattoo, and so on. It is time,  
however, that the water question  
was resurrected. It may be taken  
for granted that the Government  
will not make the first move in  
this direction and say exactly  
what is going to be done to in-  
crease the water supply, so the  
task of revivification falls upon  
ourselves.

The simplest way to bring the  
matter before the notice of the  
public is to ask, for the nth  
time, "what does the Govern-  
ment propose to do?" The Aber-  
deen and Shing Mun Valley  
schemes have been considered  
as a means and it is certainly  
time officialdom made up its mind  
as to which proposition it is go-  
ing to tackle first. The situation  
as we last left it was in the hands  
of Sir Cecil Clementi at Home  
and the Colonial Office. Or so we  
were given to understand. Acti-  
vities of the local officials went

as far as deciding which scheme  
they favoured and having their  
views cabled Home, it being left  
to Sir Cecil to negotiate with the  
Home authorities.

This is a long while ago—at  
least two months ago—and there  
has been ample time for a reply,  
considering the urgency of the  
whole problem. Maybe there has  
been a reply from London and the  
Government does not consider the  
matter of sufficient public interest  
to divulge its nature? Whether  
so or not, it is of public interest,  
tremendous public interest, and a  
Colony's water supply is no sub-  
ject for officialdom to play any  
"hush-hush" business with.  
Whatever the reply is from Home  
—always provided, of course, the  
Colonial Office has managed to  
give a decision in the time—it  
should be made known to the  
man-in-the-street. If, on the  
other hand, it has not yet been  
decided what action is to be taken  
to augment the water supply we  
trust there will be no delay in an-  
nouncing the decision, such as it  
is, when it is received locally.

## An Aviation Problem.

Reference was made in yester-  
day's telegrams to what appears  
to be one of the latest develop-  
ments in aircraft. We allude to  
the "Autogiro." Evidently this  
is a very singular machine and,  
judging by the description given,  
it is well-named when it is stated  
as being built on "unorthodox"  
lines. In the parlance of the aero-  
drome it is known as the "wind-  
mill plane," which appellation  
probably is doubtless very appro-  
priate. For years what aviators  
have been seeking is a machine  
that will rise vertically and ascend  
similarly with, of course, as little  
unnecessary motion (or com-  
motion) as the average aeroplane,  
which still requires quite a good  
surface run on its own before it  
is able to ascend. The advan-  
tages of a "vertical start" are  
obvious and a machine that could  
alight nicely without skimming  
around birdlike fashion would be  
a decided improvement. Senior  
Juan de la Cierva, the inventor of  
the "Autogiro," seems to have  
handled the difficult problem of  
ascent and descent more success-  
fully than others who have tackled  
it. A very large award has been  
offered by the British Air Minis-  
try for a satisfactory solution  
but evidently the helicopters  
submitted have not yet answered  
the official requirements. Senior  
Cierva's machine, we note, is not  
only "unorthodox" in shape, but  
it seems to require a 200 horse-  
power engine. We await with  
much interest what the experts  
and officials think of it.

A young Chinese girl received in-  
juries to her head, caused by her  
hair being caught in one of the  
machines while she was working at  
the Kam Hing Kibbing Factory,  
Mongkok, yesterday. She was re-  
moved to hospital in a serious con-  
dition.

Mr. B. Saltan, residing at Kow-  
loon Tong, was this morning, at  
Kowloon Magistracy, fined \$5 for al-  
lowing his dog abroad without a  
muzzle.

A Chinese, who was found in pos-  
session of 60 taels of opium, at  
Witty-street, yesterday, was this  
morning fined \$4,000 or, in default,  
9 months' hard labour, by Mr. R. E.  
Lindsell at the Central Magistracy.

Two men armed with daggers  
were arrested at Shaukiwan last  
night. One was shot in the leg by  
a detective as the result of a strug-  
gle and is now in hospital. His  
condition is not considered serious.

One of two men gambling on the  
street was arrested and taken to the  
Central Police Station yesterday.  
Later, the other man who took part  
in the game went to the charge room  
and handed the cards to the police,  
observing: "I was gambling  
too." Accordingly he was also taken  
into custody. They were each fined  
\$1 at the Central Magistracy this  
morning.

The case in which a Chinese is  
"wanted" by the Canton Govern-  
ment, on a charge of kidnapping and  
subsequently murdering a boy on  
July 17, 1927, in Pak Kong Village,  
Kau Kong, was continued at the  
Central Police Court this morning.  
Mr. Somerset Pittroy, assistant At-  
torney General, prosecuted for the  
Crown, while the defendant was de-  
fended by Mr. F. H. Loseby. The  
case is proceeding.

Re-sealing of probate of the will  
of Mr. Francis Owston, formerly  
Sworn Measurer of Yokohama,  
Japan, who died on Jan. 27, 1927,  
at Saling-lodge, Hill-road, Lower  
Bourne, Farnham, Surrey, has been  
granted to Mr. M. H. Turner, at-  
torney for Mrs. Edith Flint Owston,  
the widow and sole executrix and  
beneficiary. Estate in Hong Kong  
is worth \$1,800, made up solely of  
local shares. Net personally in  
Britain is valued at £1,745 11s. 4d.

A motor accident occurred at 2  
o'clock this morning at Queen's-  
road Central, resulting in the driver  
of the car being severely wounded on  
the jaw. Public motor car No. 238  
was proceeding along Queen's-road  
when nearing the Canton Bank, it  
appears that the driver wanted to  
overtake another car which was pro-  
ceeding in front of him. The car  
skidded and it knocked against a  
lamp post. The driver was wound-  
ed on the jaw and was taken to the  
Government Civil Hospital.

A verdict of death through nat-  
ural causes was returned by the  
jury at an enquiry, held yesterday  
at the Central Magistracy. The de-  
ceased, Lung Lot, a convict in Vis-  
toria Gaol, who was serving a five-  
year term, which he commenced in  
June of last year, for possession of  
stolen property, died on Tuesday  
night in the Prison Hospital. Evi-  
dence was given by Dr. Alexander  
Cannon to the effect that deceased  
was suffering from primary cancer  
of the liver which is extremely  
rare in Hong Kong. The in-  
quiry was held before Mr. R. E.  
Lindsell.

## CORRESPONDENCE.

## CALL TO MOTOR-CYCLISTS.

[To the Editor of the "China Mail."]  
Sir,—With about ten days to go  
before the entries close for the  
Illuminated Motor Procession, or-  
ganised by the H. K. A. A., for the  
second night of the Grand Tattoo,  
it has been found that the motor-  
cyclists of the Colony have not sup-  
ported the event as was anticipated.  
This, I have gathered in conversa-  
tion with several motor-cyclists, is  
not due to lack of enthusiasm, but  
rather to the difficulty of decorat-  
ing their cycles, or discovering origi-  
nal ideas, and perhaps to a certain  
degree of shyness.  
I have been deputed to help with  
the motor-cycle section, and I would  
ask, through the courtesy of your  
columns, that all motor-cyclists who  
would be willing to participate in a  
concerted action in this event, get  
in touch with me at the Y.M.C.A. at  
the earliest opportunity, when a  
meeting could be arranged, and all  
details fixed up.  
Time is short, and any action must  
be taken at once, so it would be as  
well if those keen on this item would  
ring me up without delay. (K.1871)  
That plan may be made.  
Again thanking you for this  
courtesy.

Yours etc.,  
P. SANDS.  
(Assistant Secretary)

Y.M.C.A., Kowloon, Sept. 19, 1928.

It would take a great deal to  
convince me that people are spend-  
ing less time on amusing them-  
selves.—Lord Darnley.

Books are the best friends, but  
they are silent, which is one of  
their great advantages.—Ex-King  
Manoel.

## COURTS MARTIAL.

TWO BORDERERS' PRIVATES  
SENTENCED.

## STRIKING A SUPERIOR.

Two privates in the 2nd Battalion  
of the King's Own Scottish Bor-  
derers after being tried by District  
Court Martial in Hong Kong, have  
been sentenced.

Pte. John Thomson was charged on  
three counts: (1) offering violence  
to his superior officer; (2) striking  
his superior officer while in the ex-  
ecution of his duty; and, (3) escaping  
from custody.

The Court found him guilty on all  
charges and sentenced him to 128  
days' detention. The General Officer  
Commanding the Troops confirmed the  
sentence, but remitted 28 days.

Pte. Peter Johnson was charged on  
two counts: (1) striking his superior  
officer while in the execution of his  
duty; and, (2) resisting an escort  
whose duty it was to have him in  
charge.

He was found guilty on all charges  
and the sentence of 112 days' deten-  
tion was confirmed.

## PRIMA DONNAS.

ANOTHER STAGE IN THE  
CONTROVERSY.

Melbourne.—Dame Clara Butt  
told the story that caused all the  
stir. She also read and approved  
the book in typescript, before its  
publication, and the responsibility  
is entirely hers.

The controversy regarding the  
remark attributed to Dame Nellie  
Melba in Dame Clara Butt's bio-  
graphy, "Sing em muck! It's all  
they understand" was carried a  
stage further by the receipt  
of the above cablegram sent from  
Singapore to a friend here by Miss  
Winifred Ponder, the authoress of  
the book.

Meanwhile Dame Nellie Melba has  
received the following telegram  
from Dame Clara Butt:

"I am terribly sorry, Nellie dear,  
for that silly story in Miss  
Ponder's book. Being in India,  
I did not, unfortunately, see the  
proofs, or it would not have ap-  
peared. I am sure that, knowing  
me, you understand my sincere re-  
grets for causing you annoyance,  
especially while you are carrying  
out your usual wonderful work in  
our much-loved Australia."

Dame Nellie Melba had a  
triumphant reception in Sydney,  
playing the part of Mimi in  
"La Boheme," and also appearing in  
the last act of "Otello." The  
audience gave her an ovation at  
the end of each act.

In an interview on his arrival  
at Melbourne, M. Moisewitsch, the  
famous pianist, declared that Melba  
advised him to "Play them Bach,  
the greatest of all composers,  
which represents the average  
Australian taste."

## BALFOUR MEMOIRS.

REPORT THAT HE HAS BEEN  
OFFERED £70,000.

Lord Balfour, who celebrated his  
eightieth birthday last month, is  
now engaged in writing his  
memoirs. The work will be one of  
the outstanding political auto-  
biographies of the century.

Lord Balfour's recent illness  
had held up his writing, and com-  
paratively little progress has yet  
been made. He is undertaking the  
task as a relaxation for his spare  
time, and is not disciplining him-  
self to regular hours of work.  
All his life he has paid little  
regard to the clock and a schedule  
now would be unthinkable to him.  
He hopes, however, to make good  
progress during the Parliamentary  
vacation. But this again will de-  
pend on how the spirit moves him,  
and it is impossible to say when  
the work will be completed.

It will consist of two volumes  
and will be a critical review of over  
half a century of the political and  
public life with which he has been  
associated. Personalities long since  
dead, and many of them forgotten,  
will be revived in his pages. New  
light will be thrown on great po-  
litical events of bygone days.  
There is a rumour in political  
circles that Lord Balfour is to be  
paid £70,000 for the two volumes;  
but those most closely associated  
with him say that no financial ar-  
rangements have yet been made. It  
is also stated that it is Lord  
Balfour's intention not to benefit  
personally from the money he re-  
ceives, but to devote it to a  
purpose which he regards as  
a duty incumbent upon himself.

## BISHOP AND CLOW.

The Bishop of Blackbury, Dr.  
P. M. Herbert, whose annual  
aide mission was concluded recent-  
ly at Blackpool, went to the Tower  
couldn't get a drop. Not that my  
Circus, saw the show, and had ten  
old man worried—Jim and water  
dressing-room.

Dr. Herbert afterwards went on  
to the Winter Gardens, where he  
saw the revue and had a talk with  
the chorus girls and principals. He  
hind the scenes.

## P'RAPS-P'RAPS NOT!

Lisette: Why do you always go to  
the front door when I sing,  
Horace? Does it annoy you?  
Horace: No, my dear—I just  
want to let the neighbours see I'm  
not beating you.

"What does my little man want  
to buy—chocolates?" inquired the  
shopkeeper as the small boy entered.  
"You becher life I do—but I've  
got to buy soap," was the boy's  
answer.

"Don't see nothing," he said.  
"Did you expect something?"

"Yes," answered the farmer. "I  
was expecting a card from Aunt  
Jenny, tellin' me when she's  
comin'."

"Hannah!" called the postmaster  
to his wife: "Seen a card from  
Mr. Jenkins's Aunt Jenny?"

"Yes," came the prompt answer.  
"She's coming down Tuesday!"

Briggs: Why have you got the  
back end of your garage on hinges?  
Griggs: My wife can't always  
stop the car.

"Do you believe in phrenology?"  
"No. As an experiment, I once  
had my head read; and I found  
there was nothing in it."

Brown: Funny how he is so  
lucky at cards and then loses his  
winnings at the races.

Smith: Not very funny. They  
won't let him shuffle the horses.

"I've swallowed my collar-stud!"  
he said in awed tones.

"Then" replied his wife heart-  
lessly, "for once in your life you  
know where you put it."

Dealer: And how much milk does  
this cow give?

Farmer: I dunno ersackly 'ow  
much, but she's that kind-earted  
she gives every drop she's got.

A young Russian was introduced  
to an elderly gentleman who was  
English and a trifle deaf. A  
climatic change had given the  
Russian a cold, and just as he  
bowed he sneezed.  
"Oh, yes," said the Englishman,  
"I know your father well."

Higgins: I've been reading of a  
machine which does the work of  
10 men. It almost has trains.  
Huggins: Not if it does all that  
work.

Stout man: Why don't you get  
up and give one of the ladies a  
sent?

Boy: Why don't you get up and  
give them both a sent.

Preacher: Take up the collection  
before I start to preach.

Elder: Why?

Preacher: Because I'm going to  
preach on thrift.

Landlady (as fork accidentally  
falls on the floor): Ah! that means  
there's a stranger coming.

Boarder (tired of continual  
fish): Perhaps it's the butcher.

Ginger Meggs: I nearly got 10  
marks in history to-day.

Eddie Coogan: Nearly got 10?

Ginger Meggs: Well, I got the  
nought, anyway!

Professor: Why are you so far  
behind with your studies, John?

John: So that I can pursue them  
better, sir.

A private, tired of fighting,  
complained to the doctor that he  
was going blind.

Holding up a reel of green  
thread, the doctor said: "What  
colour's this?"

"Yellow," answered the private.

"And, this?" said the doctor,  
holding up a red reel.

"White," said the man.

Annoyed, the doctor picked up the  
lid of the dust-bin.

The private blinked at it for  
awhile. "Two bob or half a  
crown," he retorted.

Clerk: Er—I wanted to know if  
you could raise my salary.

Manager: What are you worrying  
for? I've managed to raise it  
every week so far, haven't I?

Manager: And do you know  
the motto of this firm, my boy?

Apprentice: Oh, yes, sir. "Push."  
I saw it on the door as I came in.

Prison Visitor: Do any of your  
friends ever come to see you here?

Convict: No, sir; they're all  
here with me.

"Something went wrong with our  
water supply yesterday. We  
couldn't get a drop. Not that my  
Circus, saw the show, and had ten  
old man worried—Jim and water  
dressing-room.



## LEAVE TO APPEAL.

"WRONGFUL IMPRISONMENT"  
DAMAGES.

## ALLEGED ERROR OF LAW.

Leave to appeal was granted by the Full Court, sitting yesterday afternoon just before the Long Vacation began to-day, following an application by Mr. C. G. Alabaster, O.B.E., K.C. (instructed by Mr. C. S. Hugh Jones) in regard to the alleged wrongful imprisonment case from Taiipo.

Appellants are Cheung Tai-kwai (master) and Cheung Kang (assistant) of the Wo Shing Hing Lung fish shop of Taiipo. Damages of \$300 and \$100, respectively, were awarded against them by Mr. Justice P. Jacks (Paisne Judge) in the Summary Court, in a suit by Loo Woe-huen, fisherman of Wo Hop Shek village (for whom Mr. A. el Arculli appeared). Damages of \$100 were also awarded against another defendant, Det. Sgt. Lai Shing of Taiipo police station, but he took no part in yesterday's Full Court proceedings.

Mr. Alabaster submitted that Mr. Justice Jacks had made an error of law in the interpretation of an authority. He argued that the only part taken by appellants was that of pointing out the plaintiff (in the lower Court) to the detective, who was acting on the instructions of Sub-Inspector R. C. Watt (then in charge of Taiipo station and now retired on pension). Other points mentioned by counsel were that the judgment was against the weight of the evidence and that the damages were excessive because the detention of respondent was the act of Sub-Inspector Watt.

The Chief Justice (Sir Henry Gollan, C.B.E., K.C.) sat with Mr. Justice Jacks.

## DRUG DEATH.

OVERDOSE OF A GERMAN  
PREPARATION.

An inquest was held at Kensington by Mr. W. B. Purchase, the Deputy Coroner for West London, on Charles Frederick Vivian Kebbrell, aged 41, a medical practitioner, of Earl's Court-square, Kensington. Dr. Kebbrell was found unconscious in bed, and died in a nursing home. In his room were three empty bottles. Two had contained 100 tablets of adalin, a German preparation for inducing sleep, and the other 25 tablets of adalin.

William Francis Vere Kebbrell, an artist of Longridge-road, Kensington, stated that Dr. Kebbrell, his brother, had not been low-spirited lately, though he had been sleeping badly. His financial affairs were in perfect order.

He had no regular practice, but used to go in ships for long stretches. Sir Bernard Spillbury said that death was due to coma from a fatal dose of one of the veronal group of poisons.

Mr. Purchase said that the maximum dose of adalin was not more than three tablets.

"I don't know how much he took and the fatal dose of this particular drug is not known," he added. "The group it belongs to is well known, and as a group has caused a fair number of deaths, and has been the subject of regulations and restrictions upon its purchase."

"Whether Dr. Kebbrell took an overdose deliberately or accidentally I don't know, so I shall record a verdict that his death was due to this drug, and leave an open verdict."

## BISHOP FOR 38 YEARS

DR. EDEN RESIGNS FROM  
THE SEE OF WAKEFIELD.

After 31 years as Bishop of Wakefield, Dr. G. R. Eden has resigned his See because, at the age of 74, the work has grown too heavy for his strength.

He has addressed to the incumbents of his diocese a letter announcing his decision.

"After a longer episcopate than has fallen to the lot of most," he writes, "I am convinced that the diocese needs a fresh start under a new leader."

The resignation will take effect in October.

Before going to Wakefield, Dr. Eden was for seven years Suffragan Bishop of Dover, and his total of 38 years as a Bishop makes him the doyen of the Bench of Bishops.

The retiring Archbishop of Canterbury became a Bishop (of Rochester) in 1891.

Dr. Eden's administration of his diocese has been marked in a peculiar degree by the personal touch, which he has always maintained with every one of his clergy, by whom he is regarded with deep affection.

The greatest misfortune of my episcopate has been that I have been in thinking that because I come from the country, I must be simple. — Mr. Baldwin.

The King and Queen of Spain went for a trip in a submerged submarine at Santander recently.

## SIXTY YEARS.

A LIFETIME OF  
BILLIARDS.

[By W. J. Peall.]

John Roberts was a great believer in the saying—"As match well made is half won." But, besides the match, he always wanted to win something which would add to his playing reputation. I do not blame him for this. We all do it. I suppose, more or less, but Roberts was a past-master in the art of conceding points to his opponents, thus demonstrating his unmistakable superiority in the event of his winning, despite the handicap.

That was what may be called the publicity idea, and Roberts did very well out of it. Other professionals have not been so clever when handling the same manoeuvre, and the result has done professional billiards a good deal of harm. It stands to reason that the public begins to sniff at the genuine nature of a match, when one man wants to give the other more start than is accepted after a newspaper wrangle.

So far as I know, this offering of starts is peculiar to billiards. You do not see golfers, tennis players, boxers, or pedestrians shouting about what they can give to each other; and I must say that in my opinion this advertisement of "superiority" has been very badly overdone in billiards since Roberts exploited it, as he alone could.

True to his reputation in this respect, Roberts, in 1884, insisted on giving me 1800 start in 6000 up, spot-barred. The match extended over two days, and as the final session saw Roberts well away with an actual lead of 200, he looked certain to win despite the handicap. But I stuck to him, and without making any big breaks, kept plodding along consistently, and won a most exciting finish by "41 runs," as a reporter of the period expressed it.

## BILLIARDS MENTALITY.

By all the rules of the game I ought to have curled up and been beaten when Roberts caught and passed me, the more so as the conditions of play prevented me from exploiting by best shot. I do not claim that the win for me which actually resulted was much of a personal triumph. I am entitled to look back on it as a creditable win, but nothing more than that.

My reason for dwelling on it is because it enables me to advance a theory of mine regarding the mentality of billiards playing.

This is, that you are always likely to play your best when you might well be excused for playing your worst. An example of this was when I was much worried as to whether my people were injured or not at the Aquarium, during that "Japanese incident," when I was playing under the same roof and made a break of 429 while I was wondering whether my wife had been hurt by a falling gymnast. Why did I play so well when my thoughts were on anything except what I was doing?

To my mind, the explanation is that failure at billiards is due to worrying about what you are doing with your cue. When you are playing an easy stroke in the ordinary way your only thought is the normal mental process of such attention as is necessary to score. Consequently, you do score. But when you are over-anxious, say in a tight finish when a few points either way means all the difference between winning and losing, a man feels that everything depends on the scoring of perhaps just an ordinary half-ball loser into the middle pocket. And when a man feels that, he is always extremely likely to miss a shot he would not miss once in a hundred times in the ordinary way.

## PLAYING TO MISS!

Why is this? My solution is that the cue-man, so worried and over-strung for the moment, has his mind dominated by the thought of missing his stroke while he is taking aim and shaping at the shot. Thus, he is unconsciously playing to miss the stroke, and does it to the amazement of everybody, including himself. Without probing matters beyond my province, it seems to me that the whole thing is related to the fact that an average man would probably fall if he had to walk a narrow plank across a chasm—fearing he will fall, he does fall!

But when you pass this period of over-anxiety on the stroke, even if you are driven past it by distraction from outside influences, to me that the flow of your billiards drops into its ordinary channel, and your score accordingly. In match play, when you feel you have everything to gain and nothing to lose, when the position is so desperate that you know it can't be any worse short of absolute defeat, a similar feeling comes over you and you are always likely to surpass yourself. Your "bad time" has passed. You have got your "second wind" in nerve and inner feelings, and away you go

in a style always dangerous to an opponent who may have the game "well won" to every appearance. That is what I think happened to me when I beat Roberts away back in the eighties. It has happened again when I have been in more than one tight corner, and I hope that my way of reckoning it up and accounting for it may be of interest, perhaps of value, to those whose billiards lies ahead of them.

## VICTORY OVER ROBERTS.

My next match with Roberts saw him attempting to give me 2,000 in 10,000, all-in at the Aquarium. This was described as a "long game" in the papers. The match was arranged to begin on the Saturday and finish on the next.

Roberts began in a style which showed that he was not exactly a stranger to the spot-stroke, as in the opening session he made a break of 609, containing runs of 82, 32, 24 and 55 spot-strokes. This, and other breaks he made at various times, showed that Roberts could exploit the spot when he had a mind that way. He handled the stroke with both dash and originality, making more use than is customary of screw-back effects, and getting every atom of the spectacular out of it, as was second nature to him in all his billiards.

But his handling of the spot-stroke was more brilliant than consistent, and as the match progressed it became evident that he could not hold me at the points. Without doing anything sensational as regards a mammoth break, I kept scoring so steadily that the end of the sixth day's play saw me retaining the whole of my start, Roberts having so far failed to give me a point.

This was not to his liking, and on the Saturday he pulled himself together for a big effort. I began the day in play with a lead of over 2,000 points; I finished ten minutes before midnight with the score—Peall, 9,843; Roberts in play, 9,532. This was due to a dashing series of three-figure breaks Roberts put together during the Saturday evening's play. Without approaching the sensational in a single contribution, he exploited the spot-stroke in his own way well-enough to hold me until we had to stop just before midnight.

## AN UNACCEPTED CHALLENGE.

This meant that another session had to be played on the following Monday, when I won by 589 points, and added the £100 prize to my banking account. After this win, I felt that I might assert what I knew to be my position in the billiards world. So I came out with my "billiards challenge to the world bar two." W. J. Peall will play anyone in the world bar John Roberts and W. Mitchell, 5,000 up even, for £100 or £200 a-side, on an ordinary table, with pockets 3 3/4 in.

Nothing came of this for the time being, my next match of importance being against Mitchell, at Baker's Grand Billiard Saloon, Manor House, Finsbury Park, where he was set to concede me 1,000 in 10,000 all-in, for £100. Play commenced each evening at 7.45, Saturday, 4 p.m., and there are points in this advertisement of the game which seem to me as worthy of revival as far as possible—"Trams and buses pass the door. Light and ventilation unsurpassed. Admission, 1s. 6d.; reserved seats for the whole entertainment, 10s. 6d. N.B.—Ladies invited."

The idea of a "season" for the match, so to speak has its merits, and I admire that "N.B.—Ladies invited." Which reminds me that we are still waiting for a really good billiards player to emerge from the fair sex, and show us in public play what the ladies can do at the "game beautiful."

This is the more strange to me of late years, when women play golf and all sorts of games with such grace and skill. It was quite in keeping with the Victorian idea, but should have been long a thing of the past. I cannot understand why at least one lady player cannot show us a fair run of three-figure breaks in public. The game is not so difficult as to dismay any woman who can play a good round off golf, and as regards delicacy of touch it would seem that the ladies have a great natural advantage.

But this is taking me away from my match with Mitchell, and as the result was rather unusual, I suppose I had better be getting on towards it.

PRACTICALLY A WALK-OVER. My match with Mitchell, in which, as I have stated, he endeavoured to give me 1,000 in 10,000 for £100 took place in July, 1884, and marked a distinct advance in my career. We both played the spot-stroke, and I made breaks of 582, 530, 501, 665, 828, 1,211, and 1,983, unfinished, besides many others which ran into three figures without reaching at least five hundred. There were 394 spot-strokes in my break of 1,211. Mitchell made 208 spots in his best break of 812, and I won by no less than

10,000 to 3,855, which evoked the Press comment that Mitchell had "slightly overestimated" his powers.

The figures indicate that the comment was not exactly superfluous, but the cold arithmetic gives no sign of the element of surprise. At that time, my spot-breaks, coming pounding after each other as shown above, were something new in billiards. The stroke had been played for years, many fine breaks had been made by its help, but I may say without egotism that my win over Mitchell by such a margin opened the eyes of a good many people to the invincibility of spot-strokes play in all-in billiards.

Among others, I think John Roberts was impressed in this direction. He was right. The spot-stroke, as I was then beginning to play it, and as I afterwards played it, was the greatest scoring force ever seen in billiards, as I do not think that sundry transient cannon movements, barred as soon as exploited, are fairly entitled to enter the comparison.

## "THE THIRD DEGREE."

A TENSE DRAMA AT STAR  
THEATRE.

Dolores Costello, who played opposite John Barrymore in "The Sea Beast", comes to the Star Theatre to-day in a new picture, "The Third Degree," which will be screened until Saturday. The story concerns the life of a man who has been made the victim of a villainous plot and is sentenced to death for a murder of which he is innocent. Dolores Costello, in a series of thrilling incidents, is the means of establishing the innocence of the man she loves. The picture gives an interesting insight into "third degree" methods which form the basis upon which the absorbing story is built. Directed by Michael Curtiz, the man who made "Moon of Israel," the picture presents some arresting new tricks of the camera and screen technique. The large supporting cast includes Jason Roberts, Kate Price, Louise Dresser and Rockliffe Fellowes.

## SIR DAVID YULE.

STATE'S £8,000,000 WINDFALL  
IN THE BALANCE.

Before the estate of the late Sir David Yule, the Anglo-Indian merchant prince, is finally wound up several complicated points in connection with death duties will have to be settled.

Sir David, who died on July 4, has been described as the wealthiest British subject who ever lived, for his friends are confident that when the true value of his property is ascertained it will be in the neighbourhood of £20,000,000. The bulk of his estate is in India. An intimate friend said to a "Daily Mail" reporter:

He was domiciled in India and loved the country. It was more or less by chance that he died in this country, for when he came over from Calcutta in 1926 he fully intended to return to India. His health, however, was not of the best and he stayed on here.

On the other hand Lady Yule, who lives near St. Albans, could not bear the climate of India and has not been there for many years. She and Miss Gladys Yule have made England their home.

The Mercantile Bank of India, of Gracechurch-street, E.C., are Sir David Yule's executors and they are now preparing his affairs for probate. The question is whether probate will be obtained in England or India.

The query has arisen: Will the Chancellor of the Exchequer be able to demand full death duties on the whole of Sir David's estate, which, if finally proved in the neighbourhood of £20,000,000, would mean a windfall of approximately £8,000,000 for the State?

Fourteen sheep and 2 cows which died suddenly on the farm of Mr. Maw at B. Gby, North Lincolnshire, were suffering from arsenic poisoning.

## SHADOWS BEFORE.

COMING EVENTS ANNOUNCED  
IN THE "MAIL."

To-day—Queen's Theatre; "Chang."

To-day—World Theatre; "The Birth of a Nation."

To-day—World Theatre; "The Third Degree."

To-day—Theatre Royal; Miss Cecilia Hansen's farewell violin concert, 9.15 p.m.

September 21—Promenade Concert at Volunteer-placed ground, 9.15 p.m.

October 11—Chamber Concert at Helena May Institute, 5.30 p.m. Land Sale.

September 24—At P.W.D. Offices, one lot of Crown land at Shamshui-po, 3 p.m.

Lammeris' Auction. September 21—At Sales Room, Silver and electro-plated ware, also a few pieces of cut glasses, 11 a.m.

Meetings. To-day—Annual meeting of the Hong Kong Boxing Association, Messrs. Jardine Matheson's board room, 5.30 p.m.

September 24—Kowloon Football Club annual meeting, 6 p.m.

September 25—Meeting of Council of the Hong Kong Football Association at Chaplain's Hut, Scandal Point, 5.30 p.m.

Sports. September 21-22—South China Command aquatic sports at Victoria Recreation Club, 2 p.m.

September 22—Chinese Recreation Club "At Home."

October 6—American tournament, Ladies' Recreation Club Peak-road, at 2.30 p.m. (postponed from Sept. 22).

October 13—H.K.V.D.C. Annual Athletic Sports on Kowloon Cricket Club ground, 2.30 p.m.

Miscellaneous. To-day—Presentation of medals and ribbons to members of St. John Ambulance Brigade by H. E. the Officer Administering the Government at Govt. House, 6 p.m.

October 2—Ladies' whist drive at Helena May Institute 3.45 p.m. given by the Police Branch of the M.C.C.

October 4, 5, 6—Grand Tattoo, Sookumpoo, 3.30 p.m. nightly.

## NOTICE.

## ROYAL SANITARY INSTITUTE.

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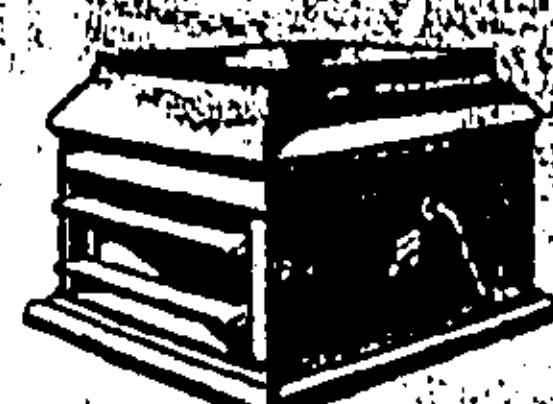
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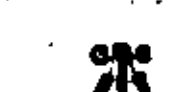
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**SCOTTISH UBIQUITY.**

SOME OBSERVATIONS IN U.S. NEWSPAPER.

"FRAE ABERDEEN"

Speaking in Edinburgh not long since, Lord Thomson, the late Air Minister, amused his audience by saying that, in his twenty-six years of soldiering, four out of the five Chiefs of Staff under whom he served were Scotsmen and disciplinarians. In search of liberty he had joined the Labour Party only to find a Scot as his leader. In a few years he anticipated being taxed beyond measure by a Scottish Chancellor of the Exchequer, and doubtless would find other Scotsmen exercising authority over him after that.

Although it is common knowledge that Scots are found in every corner of the British Isles, surprise is at times revived by actually being importuned in the heart of a southern English county by a "commercial" with the accent and intonation of the Broomielaw; or on inquiring the way in a still more secluded parish being directed by an "English" farmer "frae Aberdeen awas."

It is no matter for surprise to find Scots in the cosmopolitan United States where, from finance to films, they establish characteristic reputations. One is, however, disposed to smile when a citizen of that great country introduces himself by a name suggestive of Poland or Palestine, and then with the smiling remark, "I am a Scotsman, you know," proceeds to explain some exceedingly thin connection just sufficient to give him a warm feeling toward heather and tartan.

**GRIT AND ECONOMY.**

Colonial development owes much—in places, all—to those whose forbears wrestled with the scanty soil of this stern climate. The need for perseverance developed grit and economy. In its turn economy has shown how many things are but the et ceteras of human existence, and a right understanding of this fact readily leads to a sense of independence. To this characteristic, moreover, should be added a circumstance often overlooked, namely, that one of the purposes of John Knox and his colleagues was to establish a school, as well as a place of reformed worship, in every parish. Such a heritage has equipped the Scottish coloniser better than most.

These everyday facts do not, however, lessen the glow of pride felt over the almost incredible incidents and far-flung roving of the Scot. Whether in Africa, Hawaii, Mexico, or Spain, his exploits are not only numerous, but intelligent, and have a way of gripping the imagination.

Not long ago the writer had the pleasure of showing a lady over the Scottish capital. She bore a Scottish name. Her brothers and sisters had typically Scottish baptismal names: Her knowledge of the city and of Scotland generally was comprehensive, her accent perfect. Generations back, her forbears had gone, for trade purposes, from Scotland to Stockholm, and during the intervening years Scottish tradition had been upheld. Her brother, a Swedish barrister, read Burns with pleasure; and at his request, she took him books in Gaelic, a language which he was also able to speak.

**CONTINENTAL "SCOTS."**

The recent passing of Count Hugo Hamilton, Speaker of the Swedish Parliament, recalls how, long before it was so easy for the humbler class to go overseas, the younger sons of Scottish nobles and gentlemen frequently sold their swords abroad. Hence, in France, Germany and Russia are found Ramsays, Hamiltons, Brucers, Gordons, Barclays, and so forth, whose descent can be traced to the cadets of famous Scottish families in bygone days.



Hendon, England.—Starting up the strange Auto-Gyro, new type of helicopter, in the King's Cup Air Race around England.

Russian names like Skobeliak or Learmontoff, or of the Admiral Milleroff, only require their suffixes chopped off to reveal their origin. During the World War the names of some French officers suggested Scottish extraction, while Makenzen was an outstanding example among the Germans.

Despite the foreign look of the name, Barclay de Tolle, was a cadet of the house of Barclay of Tolly or Towie, Aberdeen. He became a Russian general of fame. The same name and stock gave a peace-loving Quaker to Livonia. Another Aberdonian, Keith, served with distinction in Spain, then Russia, and afterward became Field Marshal in Germany under Frederick the Great, with whom he and his brother were first favourites. The first Governor of Petrograd and Peter the Great's best general is reputed to have been a Bruce.

**PRIEST IN RUSSIA.**

Lord Frederick Hamilton in a recent book tells the following incident regarding a friend of his who was a visitor to the fruit-growing districts of the Crimea. This man was watching a red-bearded young priest walking down the village street blessing the first fruits of the harvest, neatly displayed on napkins for that purpose.

Although supposing he would not understand a word, he found remarkably familiar sounds falling on his ears as he drew cautiously near. As the peasants reverently bowed to receive the sprinkling, and the supposed Scriptural benediction in an unknown tongue, he heard the priest saying in solemn tones, "Here man! Tak' it! If it dae ye nae guid, it'll no dae ye ony harm!"

Here was a one-time Free Kirk student from the Clyde-side, whose career had been interrupted when his father accepted a foreman's place in the dockyard at Sebastopol. Sooner than sacrifice their dearest wish, his parents, with unusual catholicity, had consented to his becoming a parish priest in Russia.

**MAH GHOU LI KHAN.**

Many years ago we were given an illustration of Scottish ubiquity with a reference for verification. Mah Ghoul Khan, previously MacGilligan, former sergeant in the Royal Scots, having risen to be Grand Vizier to an eastern ruler, had for the purpose of a treaty met in Oriental pomp and splendour the Commander-in-Chief of a neighbouring potentate.

Battalions advanced, trumpets sounded, salaams were numerous and profound. When the chiefs were sufficiently near one is said to have whispered to the other, "Man Sandy, could we no git awa' frae this steir (fuss) and just hae a quiet crack" (a friendly chat). "I wad like that fine," said Sandy, "but I foot we'll hae tas gan thro' wi' it noo, Jock!" This is the story. The reference, by the way, was faulty!

Sir Walter Scott told a story somewhere that must be the last word on this subject. It was of one who, fleeing to France, had become the grim, if well-known, hero of the Revolution, namely, Robespierre. Legend—or was it Scottish vanity—declared that in his native Vennel he had been a shoemaker with the truly Scottish name of Robbie Speirist—J. W. in the "Christian Science Monitor."

**MILLIONAIRE'S WILL.**

£1 FOR WIDOW FOR "REASONS WELL-KNOWN TO HER."

The will of Mr. A. R. Peacock, one of Carnegie's former partners, who was at one time worth £2,000,000 and accounted one of the Pittsburgh's wealthiest citizens, has been filed for probate in New York. His estate is now estimated at from £20,000 to £100,000.

He bequeathed £1 to his wife "for reasons well-known to her, including the fact that I have amply and liberally provided for her during my lifetime." He left £20 each to one daughter and three sons, £500 to his valet, and 150 shares in the Gulf Oil Corporation to his secretary.

The residue of his estate goes to his daughter, Jean Peacock, £5,000 passing to her when she marries and the balance when she is thirty.

Mr. Peacock was famous for his many eccentricities during his life, including the purchase of a chicken farm for £12,000 a few hours after his butler had served him with cold storage eggs for breakfast.

Mr. Alexander Peacock owed his association with Andrew Carnegie, and all the millions that came from it, to his rich Dunfermline accent.

He and the great little steel magnate were natives of the same burgh, but neither knew the other until Carnegie, entering a New York grocery store, heard from the mouth of an assistant behind the counter the authentic voice of Dunfermline.

The two at once got into conversation, and the other customers and assistants gathered round the linguists.

That was the beginning of the Peacock fortunes. Carnegie's one touch of business genius was an eye for the man who would serve him well.

At Skibo Castle and in his Fifth-avenue home he had a huge photograph frame containing from thirty-five to forty "cabinets" of the men he had made millionaires while they incidentally were making him a multi-bulti-millionaire.

"I am prouder of that," he used to say, "than of anything I've done or all the honours that have come to me."

**£3,000,000 Interest.**

Peacock was one of the chosen few who, in advancing Carnegie, advanced themselves. He became the sales manager of the Carnegie Steel Company, with an interest in the company—an interest that proved to be worth some £3,000,000 when the U.S. Steel Trust was formed.

Mr. Peacock, with money to burn, proceeded to burn it. Motor-cars, special trains, farms that he might never lack fresh vegetables—whatever he fancied he bought. There are retired Scotsmen like that.

He loved to think of the half-curious, half-apprehensive, scandal his extravagances were causing among his Dunfermline townsmen and relatives.

Naturally he ran through a lot. Naturally also he lost a good deal in impetuous investments. But he was still a rich man when he died. The ancient spirit of Dunfermline thrift pulled him through at the last.

**ODD REQUEST.**

£10 TO FLOWER SELLER: £25 FOR A CLUB WAITER.

Mr. Frederick Willes Crookshank, of Drapers-gardens, E.C., and the Stock Exchange, a partner in D. L. Thomson and Co., who died, aged 78, left estate with net personalty £43,902. He bequeathed:

Such a sum as, with what already has been given by him, will make up £1,500 to the Stock Exchange Benevolent Fund; £100 to Lieut.-Col. Francis J. Langdon, secretary of the Junior Carlton Club; Pall Mall; £25 each to Thomas Ridewood, waiter in coffee room; and Thomas Smith, hall porter, if still in the service of the Junior Carlton Club; £25 to the Junior Carlton Club Canteen Club; £10 to Mrs. Death, the flower seller at Queen's Anne's Gate.

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FOOT  
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**A WEEK'S PAPERS IN ONE**

"OVERLAND CHINA MAIL"  
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS  
AND ALL THE NEWS

SEND IT HOME!

A word in the right place does much to remove misunderstanding. A right word in the right place creates sympathy and friendship. Therefore, tell your folks and business connections at Home or in other parts of the world what is happening in Hong Kong particularly and in China generally.

The easiest way to do so, of course, is by sending a copy of the "Overland China Mail." An order can be placed with us for despatch to any address for any fixed period. The "Overland" is the only ILLUSTRATED weekly summary of news published in Hong Kong, including all that is interesting in the daily edition.

This week is the first of the annual Budget period in the Colony. The Government asks for about 19½ millions of dollars for public services in 1929 and for 8½ lakhs of dollars for supplementary expenditure in 1928.

There has been the unique instance of the second month with a blank Criminal Sessions calendar this year and the presentation of the pair of white gloves to the Chief Justice.

Up North, anxiety felt about the foreign communities in the Chinese war zone has been allayed—but only after the complete evacuation of all non-Chinese to a position of safety.

Along the Yangtze River, the British Navy has taken part in another joint raid on outlaws.

Full details of these happenings appear in the Illustrated "Overland."

**READY TO-MORROW.**

Mail via Suez closes at 9.30 a.m. on Saturday.  
and via Siberia at 6 p.m. on Saturday.

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# Sport Columns

## CHINESE LOSE.

### FILIPINOS AS BASEBALL CHAMPIONS.

#### TROPHIES PRESENTED.

After the Hong Kong Baseball Club had given them a respite (by sensationally defeating the Filipinos twice during the week-end), the "Dragons" of South China Athletic Association were deprived of the baseball championship of the Colony in an exciting play-off with the Filipinos, with whom they had tied in percentage.

The "Dragons" have been champions for more seasons than one. The Filipinos, with a sprinkling of

At bat: "Dragons" 31, Filipinos 24.

Hits: "Dragons" 2, Filipinos 5. Errors: "Dragons" 2, Filipinos 4. Strike outs: Lee 4, Zafra 2. Bases on balls: Zafra 7.

#### GREYHOUND CO. FAILURE.

London, Sept. 12. The Bournemouth Greyhound Racing Company has gone into voluntary liquidation owing to the absence of support.

For the first time in 18 years the Hong Kong Interport bowls team returned to the Colony yesterday with the "flag" won at Shanghai. A dinner has been arranged for Saturday week.



Rye, N. Y.—Archie Compston, British pro-golfer, congratulating Walter Hagen, American pro-champion and British Open Champion, after their return match here. Hagen won 6 to 5 in their 72-hole match. In England, Hagen lost to Compston prior to the Open Tourney.

players from teams which broke up before the season commenced, beat the "Dragons" twice and lost to them once. The Filipinos' two defeats by the Club made the Filipinos and "Dragons" level—hence yesterday's deciding match at Happy Valley.

#### Souvenir for H.E.

Leading until the 6th inning, the "Dragons" were beaten by superior batting.

H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) presented the shield to the Filipinos and the junior championship cup to the Boy Scouts of South China Athletic Association.

Mr. R. C. Tredwell, the U. S. Consul-General, on the behalf of the local Baseball Association, presented His Excellency with the first ball of the season (pitched by H. E. at the official opening), mounted on a tripod of miniature baseball bats in silver.

Cheers were called for H. E., Mr. Tredwell and the Hon. Sir Shou-son Chow who was also an interested spectator. Teams:—

"Dragons" c. Hachuma  
S. L. Lee c. Zafra  
T. Chinn 1b T. Leonard  
W. Sling 2b Alvarez  
Choy ss Murata  
June 3b Bautista  
D. Chinn 1b D. Leonard  
Shim cf. Kusano  
H. Sling rf. Rull

Umpires: Chief Petty Officer Murtagh and Petty Officer Eaton of U.S.S. "Pampanga."

Score by inning:—

1 2 3 4 5 6 7 Total  
"Dragons" ... 1 0 2 0 0 0 3  
Filipinos ... 1 0 0 0 3 4

## HOME SOCCER.

London, Yesterday.

Darlington beat Ashington by four clear goals in a Third Division (N) match at Darlington.—Reuter.

## RUGBY FOOTBALL.

London, Sept. 3.

Following are results of matches played under Rugby Union rules to-day:—

Cardiff 11, Bridgend 11.  
Leicester 17, Bath 11.  
Pontypool 6, Cardiff 12.  
Rugby Northern Union.  
Batley 6, Bradford 5.  
Bramley 5, Dewsbury 5.  
Castleford 21, Keighley 9.  
Halifax 12, Hunslet 9.  
Hull Kingston 12, Wigan 4.  
Leeds 11, Hull 7.  
Leigh 9, Broughton 0.  
Rochdale 5, Winton 18.  
St. Helens 12, Widnes 12.  
Salford 9, St. Helens' Recs. 2.  
Wakefield 8, Featherstone 4.  
Warrington 29, Barrow 11.  
Wigan Highfield 17, Oldham 8.  
York 2, Huddersfield 10.

## ALL BLACKS v. S. AFRICA.

Newlands, Sept. 1.

In the fourth and final Rugby test match the All Blacks beat South Africa by 13 points to 5. Each having won two test matches the rubber has resulted in a tie.

A meeting of the Council of the Hong Kong Football Association is to be held at the Chaplain's Hut, Scandal Point, on Tuesday evening at 5.30 p.m.

## \$1,000 FORFEITED.

### MAJOR'S BAIL FOR MISSING MAN.

#### SUMMONS NEGLECTED.

An order has been issued by the Bow-street magistrate estreating the bail of \$1,000 offered by Major Addison Y. Thompson, of Beaumont-street, Kensington, for the appearance on remand of Edouard Louis, aged 56, a commission agent.

Louis was arrested on a charge of obtaining \$21,000 by false pretences from Sir Walter Cockerton, the Hull shipowner, on the Riviera several years ago. When the case came up on remand at Bow-street Louis did not appear, and a summons was issued against Major Thompson who went surety for Louis's appearance, to show cause why his bail should not be forfeited.

Major Thompson did not answer the summons when it was down for hearing, and Mr. Graham Campbell, the magistrate, ordered a fresh summons to be issued.

## A NEW VISION.

### A BISHOP AND METHODIST UNION.

The Bishop of Liverpool (Dr. A. A. David), speaking recently at a luncheon in connection with the Wesleyan Methodist Conference, at Liverpool, welcomed the step taken by conference the previous day towards Methodist union.

He said the decision would open the eyes of the world to a new vision.

A warning note against the spread of secularism was struck by the Rev. Dr. J. H. Ritson. "Our enemies," he said, "are not the non-Christian religions, but the gross materialism mixed up with our Christianity."

What is war but blank materialism? What is causing all the trouble in our industrial and economic life but a materialistic and secular view of human life? Missionaries are handicapped because they are defended by Governments when in danger. We send out battleships, and while I will not say we do wrong, every missionary at the recent conference of Christian Churches at Jerusalem registered the wish that no government should raise a secular army to protect their lives.

"The educational world is going ahead by leaps and bounds, but in almost every Christian nation Christianity is banished from it. To-day we have got a new Orientation in our outlook. There is only one line we can draw, that between Christian and non-Christian. Let us get rid of the superiority complex. There is far too much of it in Methodism. Let us remember we are not all we ought to be."

Dr. Parkes Cadman, President, of the Federal Council of the Churches of Christ in America, who, through the wireless, preached to a congregation of seventeen millions in America every Sunday, addressed the conference. He said that in America there was deep veneration of England.

## HOMING INSTINCT.

### A DOG GOES 50 MILES TO ITS OLD HOME.

A remarkable homing instinct has been shown by a spaniel recently given to Mrs. Moulles, of Pickwick-road, Corsham, Wiltshire, by a friend living at Cirencester, Gloucestershire, nearly 50 miles away.

The dog was conveyed to its new mistress by motor-car, and for several days was content to follow her about without a lead.

Early one morning, however, it disappeared, and two days later turned up at its former home.

There are millions of people in Britain to-day who are deaf to some extent, yet do not know it.—Mr. Geoffrey Shaw.

I have no special love of ornamental garments myself.—The Earl of Balfour.

## MONEY & SHARES.

### TO-DAY'S QUOTATIONS.

On London—  
Bank, wire 1/11 3/4  
Bank, on demand 1/11 18/16  
Bank, 30 days' sight 2/-  
Bank, 4 months' sight 2/- 3/4  
Credits, 4 months' sight 2/- 3/4  
Documentary 4 months' sight 2/- 3/4

On Paris—  
On demand 123 1/2  
Credits, 4 months' sight 130 1/2

On Berlin—  
On demand 48 1/2  
Credits, 60 days' sight 49 1/2

On Bombay—  
Wire 132 1/2  
On demand 132 1/2

On Calcutta—  
Wire 132 1/2  
On demand 132 1/2

On Singapore—  
On demand 85 1/2

On Manila—  
On demand 96 1/2

On Shanghai—  
On demand 77 1/2  
30 day's sight (private paper) 78 1/2

On Yokohama—  
On demand 104 1/2

Gold Leaf, 100 fine (per tal) 9 7/8

Sovereigns (Bank's buying rate) 9 7/8

Silver (per oz.) 26 1/2

Bar Silver in Hong Kong 4 1/2 prem.

Chinese Copper Cash note 8 1/2 prem.

Chinese Copper Cents 8 1/2 prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 30% dis.

Hong Kong Sub. Coin Par.

### LONDON EXCHANGES.

London, Yesterday.  
Paris 124.20  
New York 4.85 1/32  
Brussels 34.90  
Geneva 25.20  
Amsterdam 12.09 3/4  
Milan 92.80  
Berlin 20.85  
Stockholm 18.18  
Copenhagen 18.19  
Oslo 18.19  
Vienna 34.42 1/2  
Prague 163 1/2  
Helsingfors 192 1/2  
Madrid 29.34 1/2  
Lisbon 107 1/2  
Athens 87 1/2  
Bucharest 79 1/2  
Rio 5 29/32  
Buenos Aires 47 11/32  
Bombay 1/5 81/32  
Shanghai 2/7 1/8  
Hong Kong 2  
Yokohama 1/10 23/80  
Silver Spot 26 1/2  
Silver Forward 26 1/2  
—British Wireless Service.

### THE SHARE MARKET.

Stock  
T.T. on London 1/11 3/4  
T.T. on Shanghai 78  
Banks  
Hongkong Bank 1310  
do. Lon. Reg. 1305 7/8  
Chartered Bank 222  
Mercantile A. & B. 234  
do. C. 214 1/2  
P. & O. Bank 234  
Bank of East Asia 234  
Insurance  
Canton Insurance 2890  
Union Insurance 2378  
North China Insurance 2146  
Yangtze Insurance 21650  
China Underwriters 234  
China Fire Insurance 2275  
H.K. Fire Insurance 2800  
Shipping  
Douglas 238 1/2  
H.K. Steamships 227 1/2  
H.K. Tugs & Lighters 22  
Indo-China (Pref.) 235  
do. (Def.) 222 1/2  
Shell Transport 107 1/2  
Water-Boats 221 1/2  
Mining  
Benguela 22 1/2  
Kailan Mining 22 1/2  
Langkai (Combined) 29 1/2  
do. (Single) 15  
Shanghai Exploration 22 1/2  
Shanghai Loans 23 1/2  
Rauha 24 1/2  
Tronoh Mines 17 1/2  
Docks, Wharves, Godowns, &c.  
H.K. & W. Wharves 187  
H.K. & W. Docks 237  
China Providents 23 1/2  
Hongkong 23 1/2  
New Engineering 23 1/2  
Shanghai Docks 2100  
Cotton Mills  
Ewo Cottons 210 b 10 1/2  
Oriental Cottons 22 1/2 b 2 1/2  
Sino Cottons (old) 23 1/2  
do. (new) 230  
Lands, Hotels & Bldgs.  
H.K. & S. Hotels 28 1/2 b 8 1/2  
Hongkong Lands 286 1/2  
Shanghai Lands 215.10 b 15 1/2  
H.K. Realities 23.35 b 8 1/2  
Prince's Buildings  
Public Utilities  
H.K. Tramways 224.00 b & sa  
Peak Tram (old) 213  
do. (new) 26.35  
Star Ferries 206 1/2 b 66 1/2  
China Lights (comb.)  
do. (old) 212.40  
do. (new) 212 1/2 b 12 1/2  
do. 1928 issue 212.10 b 12.15  
H.K. Electric 232 1/2  
Electric (new) 251 1/2  
Macro Electric 226 1/2  
H.K. Telephones 227.0  
Chi. Buses 211  
Singapore Tractions 12/- b 18/-  
do. Pref. 18/- b 19/-  
Industrial  
China Sugars 21  
Malayan Sugars 217  
Canton Ices 234  
Cements (comb.) 23.50  
do. (old) 234  
do. (new) 214  
H.K. Ropes (old) 23.75  
do. (new) 23.70  
United Asbestos 25  
Stores, &c.  
Dalry Farms 222 1/2  
Watsons 214 1/2  
Der A. Wings 20 cts.  
Lane, Crawford 224  
Mackintosh 220  
Sinceres 234  
Wm. Powells 24  
H.K. Amusements 223 1/2  
H.K. Constructions 21.35  
B. Ind. G. Bonds 24 1/2  
H. K. Govt. Loan 6% Prem. b

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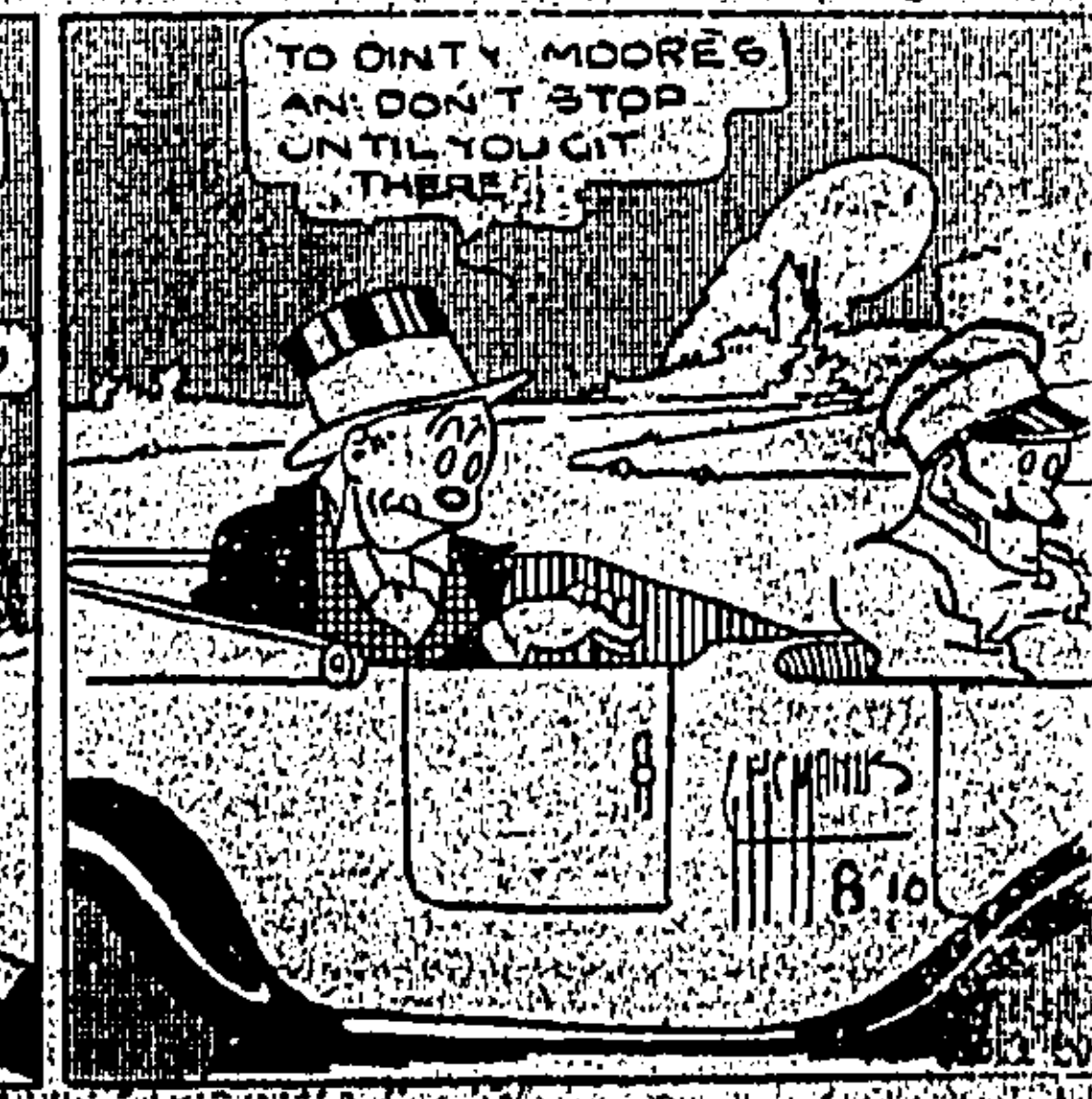
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## BRINGING UP FATHER.



# WORLD NEWS IN PICTURES.

## Divas Shows Her New Bob.



Mme. Amelia Galli-Curci, who is shown here with her husband, Homer Samuels, on the beach at Atlantic City, showing her "bobbed" hair. But she has saved the "cuttings" for use in such roles where bobbed hair wouldn't be appropriate.

## Queen Will Enter Movies.



Her Majesty, Queen Marie of Rumania, who, in cablegram to Hollywood film producers, consented to appear in prologue to film which she has written herself. She will not, however, appear in the general story. Above, Her Majesty in one of her latest portraits.

## Flier's Widow Provided For.



Mrs. Walter Hinchliffe, wife of the British ace, who lost his life with the Hon. Elinor Mackay, daughter of Lord Inchcape, in an attempt to fly from England to America, has received a trust fund of \$10,000 from the wealthy peer. She is shown above with her two children.

## Cistercians Observe Centenary.



To celebrate the eight hundredth anniversary of the landing of Cistercian monks in England, Cardinal Bourne (leading procession) said mass in the ruins of historic Waverly Abbey at Faversham. The English branch of the order was founded in 1128 when twelve Cistercian monks, led by their abbot, established the monastery.

## Loyalty of the African Native.



Upper left is Mrs. Mary Jobe Akeley, widow of the great Carl Akeley, African explorer, herself a noted mountain climber and explorer and, right, Mrs. Akeley talking with some of the native lion spearmen. Lower left is a group of lion spearmen holding a council for the next day's hunt in the big game country of Africa and left, a native headman, whose resemblance to the statues found in the tombs of the Kings of the Nile is striking.

## Net Closing In On Kidnapper.



New York detectives believed that the suave ex-servant who kidnapped ten-year-old Grace Bland (last) from her home in East Fifteenth Street, would be caught soon. Above, the home which the child left to attend a party in the Bronx.

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 Kowloon-22 Green Island Cement Co., Cement Works, Hok-on.  
 Central-23 Anderson, Dr. J. W., Office, Alexandra Bldg.  
 Central-23 Aubrey, Dr. G. E., Office, Alexandra Bldg.  
 Central-23 Durran, Dr. J., Office, Alexandra Bldg.  
 Central-23 Macgown, Dr. J. C., Office, Alexandra Bldg.  
 Central-23 Jordan, Pierce-Grove, Aubrey, Macgown, Anderson & Durran, Drs., Alexandra Bldg.  
 Peak-23 Butterfield & Swire, Little, J. H., Res., 183, The Peak.  
 Kowloon-23 Ye Fong Chan, 136, Temple St.  
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 Kowloon-24 Dixon, H., Res., 4, Lyesmoon Villas.  
 Central-25 H.K. & Whampoa Dock Co., Ltd., Aberdeen Dock, Aberdeen.  
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 Central-26 Alice Memorial Hospital, 72a, Hollywood Rd.  
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 Peak-26 Sanders, Dr. J. Herbert, 187, The Peak.  
 Kowloon-26 Tin Chan, 91, Apia St.  
 Central-27 Ross, Alex. & Co. (China), Ltd., Prince's Bldg.  
 Peak-27 Yapp, P. A., Res., 519, The Peak.  
 Kowloon-27 Bond, C., Res., 106, Kowloon Tong.  
 Central-28 Police Station, Shaukiwan.  
 Peak-28 Chubb, S. F., Res., 50a, The Peak.  
 Kowloon-28 "Knutsford Terrace," Private Hotel, 1, Knutsford Terrace.  
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# THE MOTORISTS' PAGE

**POWER and SPEED**  
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SOLE AGENTS.

## HEAVY DEMAND.

QUESTION OF CHRYSLER  
OUTPUT.

WONDERFUL RECEPTION.

As the result of the greatest reception the public has ever accorded its products, Chrysler is faced with the necessity of endeavouring substantially to increase its greatest previous output in its effort to keep pace with the demand for cars. J. E. Fields, vice-president in charge of sales, said in Detroit recently. In every part of the country, public buying of the new Chrysler "75," "65" and the Chrysler-Plymouth is far surpassing that ever accorded any previous Chrysler creations, Mr. Fields said. During the new cars' introduction, crowds in many cities were so large that police assistance was necessary to handle them. Every foot of parking space for blocks around the displays was filled hour after hour. "From reports received from nearly a thousand cities and towns, covering every state in the union, I say without hesitation that Chrysler has never enjoyed anything approaching this reception," he continued. "It surpasses even the tremendous acclaim which greeted the first Chrysler back in 1924. "It is impossible to ascertain how many orders for cars actually were placed. We know that cars bought will exceed our total capacity. We are making and will continue to make every possible effort to meet this buying as rapidly as is consistent with the maintenance of the standard of quality that we insist must be built into every car. Trainload shipments are already going forward, with every effort being exerted by the railroads, boats and by driveaways to get these new cars to their owners in the shortest possible time.

## PLYMOUTH A SENSATION.

"Our judgment that the Plymouth is bound to revolutionise the American people's ideas as to how fine a car of low-price can be built is finding rapid confirmation everywhere. It is literally a sensation—the like of which I have never witnessed in all my experience in the automobile industry. Its large size, comfort, luxuriousness, splendid appearance and truly remarkable performance ability have registered instantaneously the finest reception I have ever seen accorded a quality-built automobile. "But the Plymouth's tremendous reception was no greater than that bestowed on the "75" and "65." Every state in the union rolled up a record number of orders for these cars also. Chrysler owners who came to see them bought by the thousands without even asking a demonstration. Such confidence is one of the greatest tributes this company has ever received, or that can possibly be accorded anything. From the greatest metropolitan centres to the villages and hamlets crowds thronged the exhibits everywhere, the reports disclose. New York turned out 109,000 strong in five days to see the cars and placed more than 1,500 orders—\$2,000,000 worth of cars—during that time, with thousands of additional ones awaiting appraisal of owners' cars. Chicago added 443 orders during its four-day announcement and drew 32,000 persons to the Coliseum alone.

## \$750,000 IN FOUR DAYS.

Detroit, the automobile industry's home, and the city which probably houses more motor car knowledge than any other in the world, attracted 42,000 in four days to the central display in Convention Hall. Orders with deposits were signed for 652 cars during that period—a business volume of \$750,000. John H. Thompson, distributor for the Detroit area, reported to Mr. Fields that "it was the most enthusiastic reception ever accorded Chrysler in its home city. It surpassed in attendance, interest, orders actually placed and general public enthusiasm anything I have ever seen in my connection with this industry—Detroit is Chrysler-land."

Philadelphia reported that 51,809 attended its four-day showing, with 399 orders for cars. So great was the throng on July 10 that it was necessary to request extra police. Every street, parking ground and other available space in an area of four blocks surrounding the exhibit

## RELIABILITY RACE.

A TRIUMPH FOR THE SMALL CARS.

MERITS COMPARED.

A race, in which motor cars from all the leading motor manufacturing countries participated, and which affords a very able comparison of the merits of the various makes of cars, was run some few weeks ago, over a course of 1,242 miles through Roumania.

Under the auspices of the Roumanian Royal Automobile Club the 'Seventh International Competition for Touring Cars' proved to be a complete victory of the 'light' car over her bigger sister.

Commencing from Bucharest through Cernauti, Mara and thus back to the starting point, the race was a thorough test for the reliability of standard touring cars. Seventeen cars took part in the run, representing the principal European and American manufacturers.

It will be of interest to note that America had the largest entrants, among which appeared the well known names of Buick, Willys Knight, Ford, Auburn, and Steyr. Italy was represented by Fiat, who had three cars entered. Britain, with only two entrants, was represented by the Morris and Austin Daimler.

The contest proved to be a triumph for the Fiat who obtained first and second places. Third position was annexed by a British car, the Morris, which was the only car of its make to enter.

The winning Fiat was the model 509, while the Morris was such as is on the market at present.

At the conclusion of the contest, the winners were presented with suitable prizes. H.R.H. the Princess Elena personally congratulated Major Underanu, who was first man home.

Lasting some few hours, the race was very strenuous, and many of the contestants who completed the course were thoroughly exhausted. The winners, however, although rather tired, said that their cars ran very well over all conditions of roads, and were easily controlled. In fact, the "small" cars proved to be more reliable than the larger-rated cars.

was taken. Staid Bostonians came to the display there in such numbers, that the C. E. Fay Co. gave up endeavouring to count them. "Our new building was jammed to the doors all three days with the largest crowd we have ever had," wired Mr. Fay. "In all my experience, I have never seen the public so enthusiastic over any motor car."

Baltimore reported attendance of more than 3,000 the first day and orders for 339 cars in four days. Herbert Hartman, president of the Fidelity Motors Co., wired that the showing attracted "the largest number of people and the largest sale of cars ever made in the Chrysler price range. Public interest is increasing daily, and the demand for the new cars is simply staggering. Dealers in our territory have sold 287 cars." Washington had more than 8,000 at its opening, adding that "the reception given the new models by attention and favourable comment has never been rivalled in this city." Cleveland's attendance in one day was 10,000, and sales 125. Portland, Ore., showed to 16,000 and sold nearly \$100,000 worth in one day. Pittsburgh reported 215 sales the first three days and San Francisco 210.

## A SENSATION.

St. Louis wired that with the introduction of the new car—"Chrysler has created a sensation that exceeds anything experienced here in the history of the automobile industry." Indianapolis reported attendance to the showrooms of Carl H. Wallerich, Inc., of 6,362 in two days and the "largest orders taken in a single day since Chrysler came to Indianapolis." Within four days "more than 10,000 people visited our salesroom," wired the Cullen-Thompson Motor Co., of Denver. "It was the biggest automotive event ever held in Denver."

"Similar reports came from nearly a thousand other cities, towns and villages throughout the country," said Mr. Fields. "In practically every instance the keynote expressed was that 'nothing equalling the enthusiasm and desire to buy one of these new cars has ever been experienced in that town.'"

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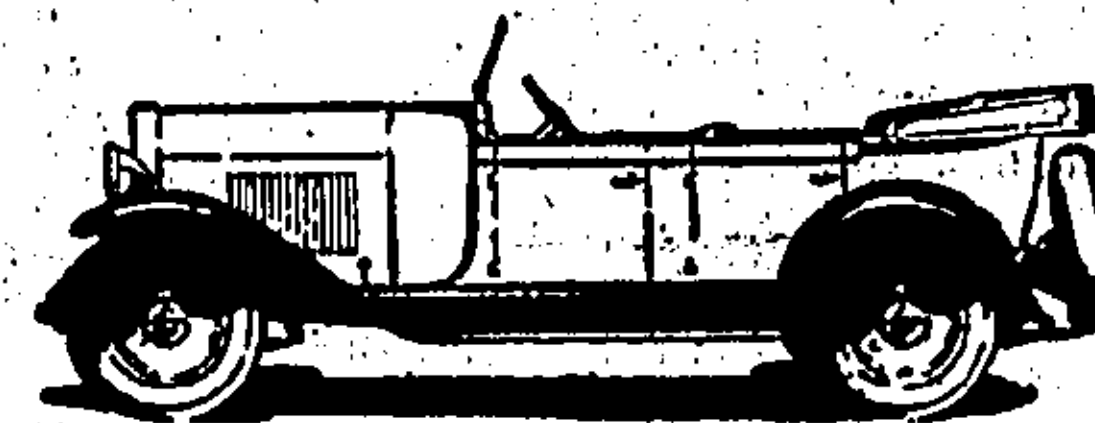
Body lines that reveal a scientific understanding of proper proportion—interiors whose appointments express exacting taste—things that you naturally expect of fine cars. Oldsmobile Six gives you all these—at a price within the range of millions.

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Sedan (2-door) .....	M\$2,600.00
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WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

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ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

### TYRES AND ACCESSORIES.

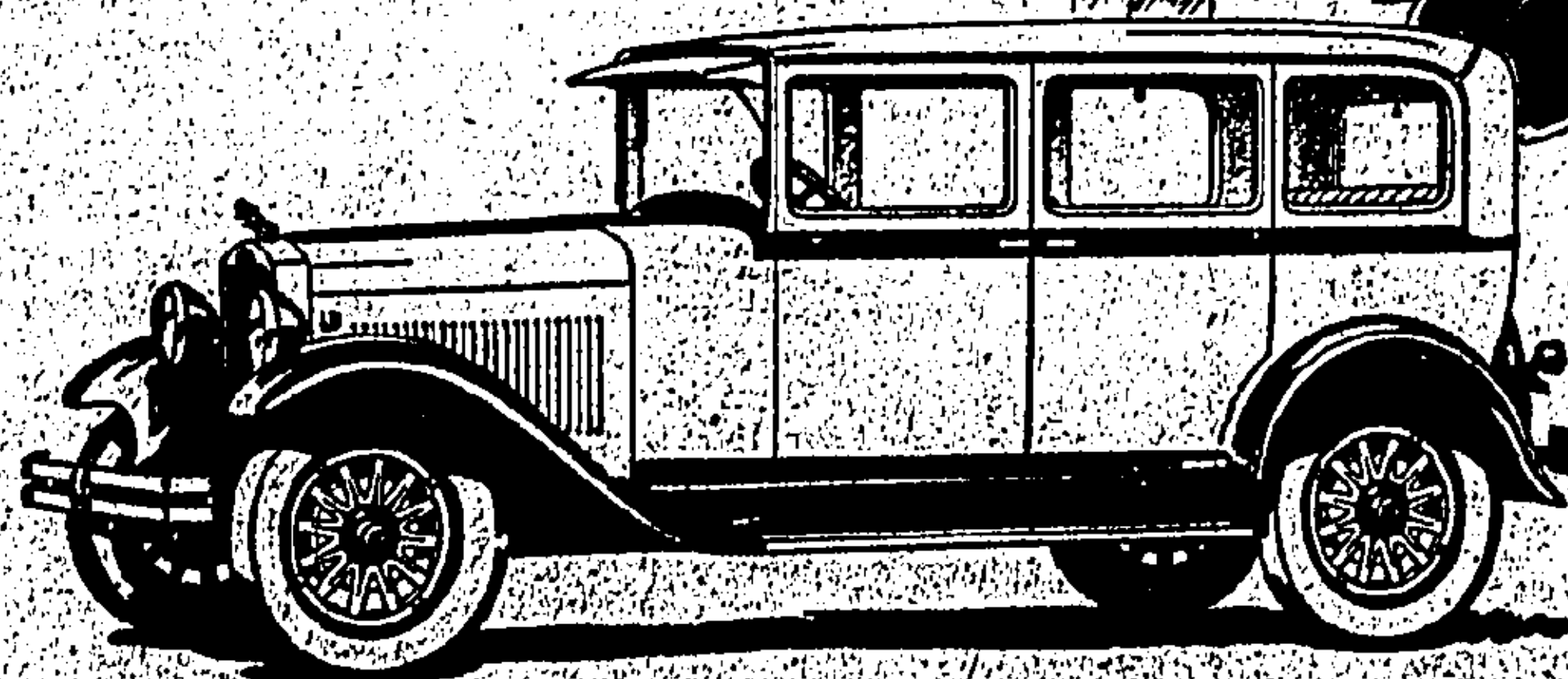
- ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.  
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You will enjoy the spirited performance of this Erskine Six. During officially supervised tests a stock model sedan, fully equipped, traveled 24 consecutive hours at better than 54 miles per hour—definite proof of long life, low upkeep and faithful service. Despite low tax rating and minimum fuel consumption, this efficient six-cylinder engine easily attains 60-mile speed or climbs 11% gradient in top gear.

Test this Erskine Six for yourself. The more critical you are the surer you will be a happy owner of Studebaker's new Erskine Six Sedan.

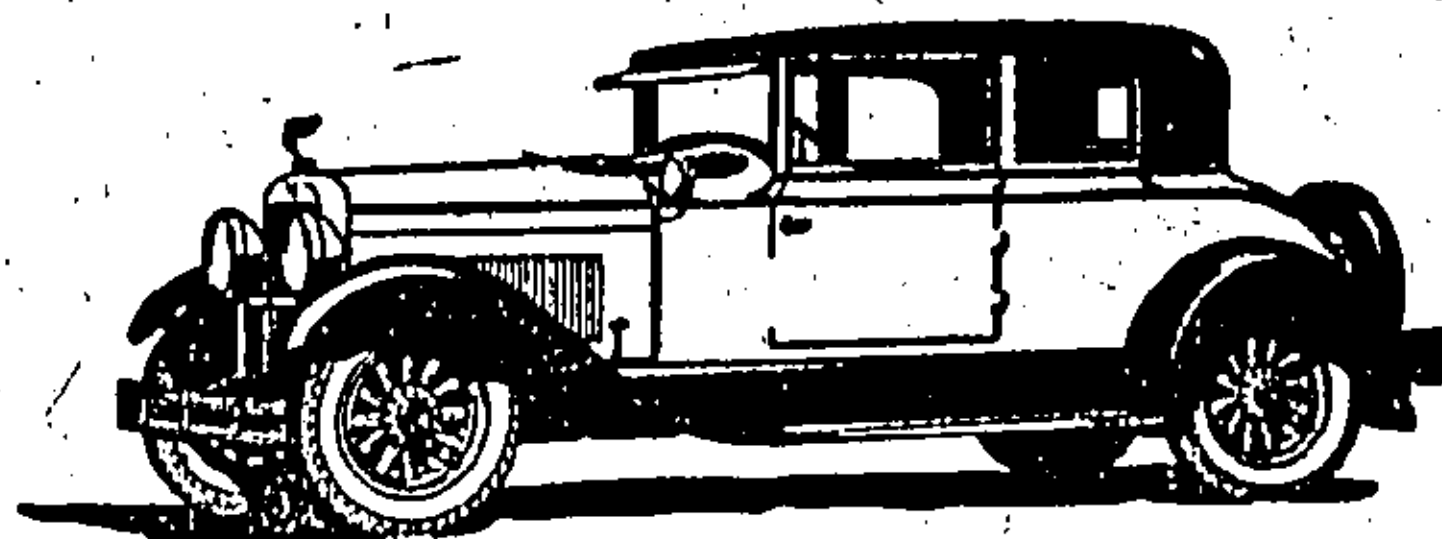


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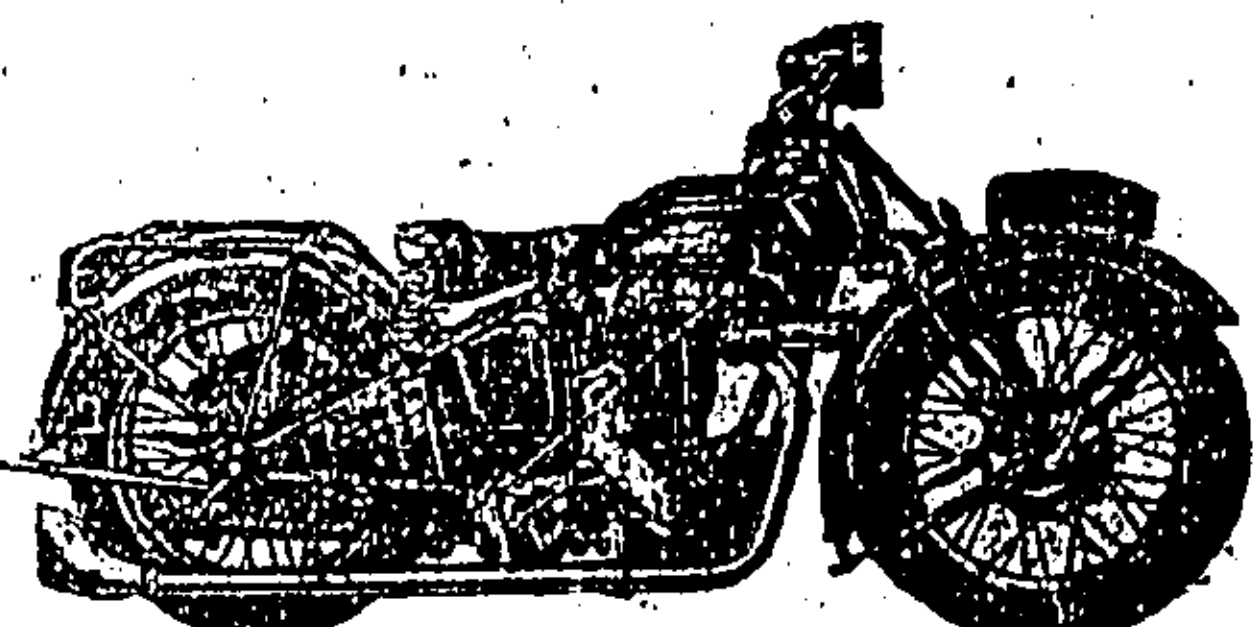
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THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

## SUPERCHARGER.

FOR AUTOMOBILE AND AEROPLANE.

## INTERCOOLER DEVELOPMENT.

A supercharger for automobile and aeroplane use is a blower device which increases engine power through forced induction of fuel. This idea originated in Germany over five years ago. It was employed on an old Mercedes which was archaic in body design yet carried a power plant which was years ahead of the market. Like many German motor vehicles, the weight killed its usefulness for quantity production. But the idea of fuel expansion has been developed until to-day it has gone through the experimental stage and is ready to be adapted for road work in Britain.

The one great drawback in the supercharger was the necessity of over-expansion of fuel going into the engine with the necessary loss of considerable power. This meant that small power plants could not use the supercharger because there was no way to control the fuel intake. Cylinders could not stand the pressure without snapping at some vital point. For passenger cars the supercharger has been impractical up to the present time. With the intercoolers now ready to overcome this engineering difficulty, small horsepower engines will rapidly come into the automobile picture.

There are various types of intercoolers which are in the laboratory stage of development, mostly in use on racing cars and aeroplanes where high speed compression tests the cylinders to the utmost. After functioning to the limit at close to 125 miles per hour, the problem of adjusting intercoolers to an automobile engine operating at normal speed becomes less complex. With the practicability of this device assured by the hardest kind of tests on the track, there is no doubt that the supercharger will be seen on 10-15 horse-power, 4 to 6 cylinder very latest cars.

## SERIES OF ALUMINIUM TUBES.

One type of intercooler developed more than a year ago consisted of a series of aluminium tubes aligned so as to connect the supercharger with the engine without crowding the mechanism in any way. On this job the carburettor was mounted under the cowl on the back of the supercharger or blower device. The fuel mixture from the supercharger entered the large finned intake manifold or intercooler, expanded slightly from the force of the charge, then contracting with the cooling surface reduced the temperature just enough to get the greatest possible amount of power from the forced induction. Without the intercooler the heat blow striking the cylinder at full force strained the cylinder to a point beyond capacity and at the same time lost fuel through too wide expansion.

Another intercooler device developed recently consisted of 72 copper tubes, each about nine inches long and one-half inch in diameter. These tubes are assembled about as are the tubes in a Ford radiator except there are no fins. These 72 tubes are divided into two groups, one group for each block of four cylinders. The mixture for the engine is delivered by the supercharger to a bottom passageway to which the tubes are attached. Up through these copper tubes the mixture passes on its way to the cylinder. As this intercooler is directly in line with the cooling air that passes through the radiator, the action is very effective.

## FOUR DOWN-DRAFT PASSAGES

One engineer has devised an intercooler which consists of four down-draft passages, each liberally pinned and placed in line on the left side of the engine. The supercharger draws the air in through the carburettor and forces the charge up through the centre passage of the intercooler to the header. From here it is distributed to each of the four passages for cooling before entering the engine.

Yet another intercooling device causes the incoming charge of fuel, not from the supercharger, to turn a couple of right angles, strike the cooling surfaces and hence cool down and contract a bit so that more fuel can be forced in for each explosion.

One water-cooled intercooler has been found practical. It has a separate radiator which surrounds the regular engine radiator. The metal is chromium-plated. At the bottom of the intercooler is a copper tank and on the sides of the regular radiator are copper tubes which cool the water from the intercooler. This intercooler looks like a regular intake manifold having double walls with the water circulating between them.

## CIRCULATION OBTAINED.

Circulation is obtained by the use of a centrifugal water pump mounted on the end of the left

## FOR OVERSEAS.

SIX-WHEELED STEAM WAGGONS.

## A SPECIAL MODEL.

Those interested in heavy road transport in general throughout the British Empire will no doubt welcome the new six-wheeled steam waggon, especially designed for service overseas, which is now being put on the market by the "Sentinel" Waggon Works, Ltd., of London and Shrewsbury. The new vehicle is known as the "Sentinel Overseas Six" and is based on the standard Sentinel six-wheel rigid frame steamer, which was exhibited for the first time at Commercial Vehicle Exhibition held in London last November.

The instantaneous success achieved by the latter wagon, which is built to carry 12 to 16 ton loads on British roads, and the large number of orders received, has led the "Sentinel" Company to produce a similar model for overseas use, where the conditions are more arduous and roads less perfect.

The "Sentinel Overseas Six" has been designed for 8 to 10 tons loads, which are considered ample in the circumstances, and the only important modification that has been embodied in the design of the "S.O.S." as it has been nicknamed, is the position of the boiler, which is now placed behind the front axle. The result of this change is that the weight imposed on the front wheels is very considerably reduced, and in consequence the vehicle rides more easily over bad roads and is less liable to sink in when passing over soft patches.

The rigid framed six-wheeler is now coming into such general use for heavy transport purposes, and its "raison d'être" is so well known, that there is no need to enter into explanations here. As the makers put it, "six wheels are better than four," and users who have tried both entirely agree.

Another advantage which the six-wheeler holds over the four lies in the fact that in the stringent legislation which is being enacted in many parts of the world in connection with the limitation of axle loads, necessary to meet the existing road conditions, concessions in favour of the six-wheeler are generally allowed, as it is obvious that this type of vehicle does less damage to the roads than its four-wheeled counterpart.

cam-shaft housing. It is directly coupled to the camshaft. Water is drawn from the bottom of the intercooler and taken from the top, from whence it flows to the top of the intercooler radiator. In other words, the flow is exactly as in the cooling system of the engine.

Like the four-wheel brake, balloon tyres, oil rectifiers, sleeve valve engines, and small, compactly built motor vehicles, styled to catch the feminine eye, the super-device to control the intake of fuel is bound to make its appearance on some of the new models for the coming year. European practice of economy on account of the excessive motor vehicle taxes, makes the new horsepower job a necessity. Seven and ten horsepower engines on the continent and in England are a common sight on the highways.

Motorists are realizing that 40 and 50 horsepower jobs carry too much power for ordinary use. Highways of the modern type have less and less road pull every year and consequently there is less and less need for high-powered engines. There is no doubt but that the six cylinder engine is steeper than one with four cylinders but for everyday use the latter size is quite enough for anyone. The supercharger was originally designed for a big, heavy 12 cylinder engine, which operated normally at 40 to 60 horsepower. Having a supercharger which was driven at about five times the engine speed showed engineers that the horsepower almost automatically raised from 80 to 120 horsepower. No ordinary engine could stand the strain.

## IN 10-20 HORSEPOWER ENGINE.

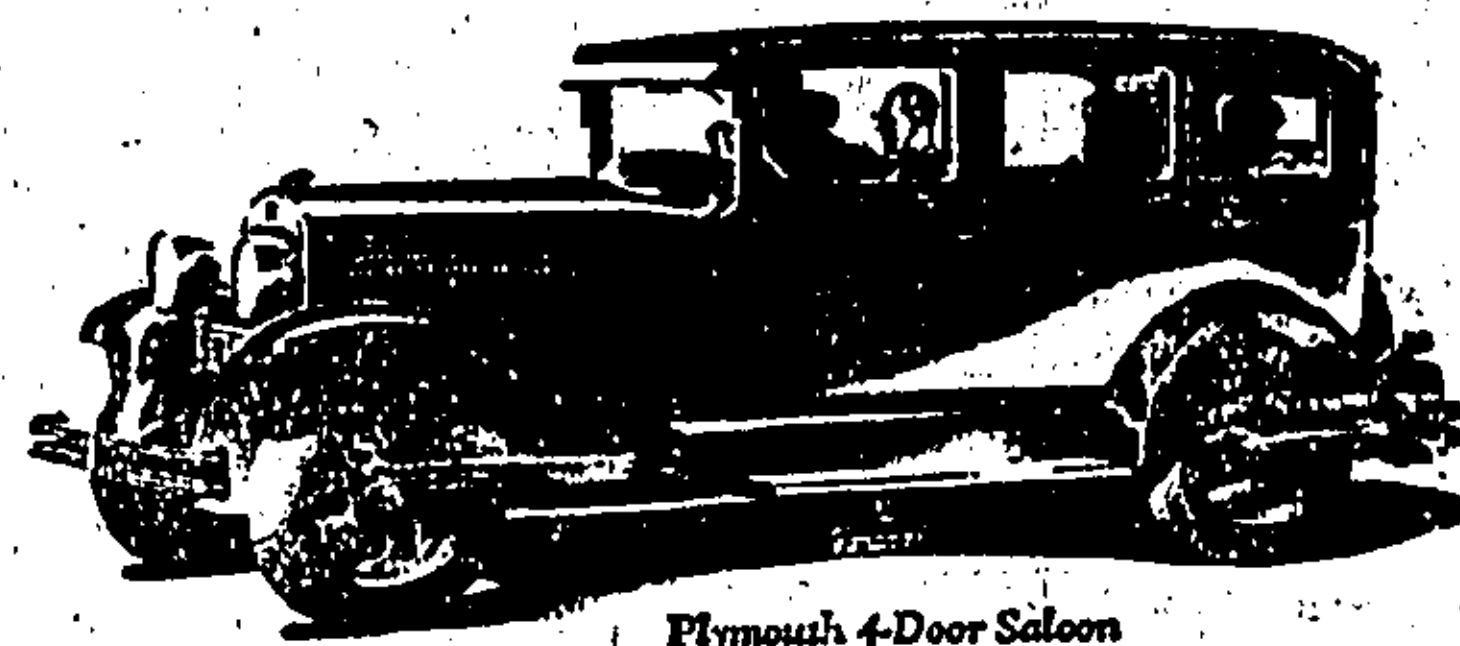
The problem, therefore, was to design a supercharger which could operate efficiently in a 10-20 horsepower engine. Automotive engineers working along these lines found that by forcing the fuel directly from the carburettor to the engine meant not only too much strain on the cylinders in trying to scavenge completely, but also in vaporizing the fuel much of it was lost on account of over-expansion.

The intercooler takes care of this problem, most satisfactorily. By cooling the mixture to the proper point every chance is given to the engine to absorb fuel without loss. Instead of forcing the mixture too fast it controls the run so that complete energization takes place without tiring the engine. Christian Science Monitor.

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Plymouth 4-Door Sedan

PLYMOUTH

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for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

Price \$2,385

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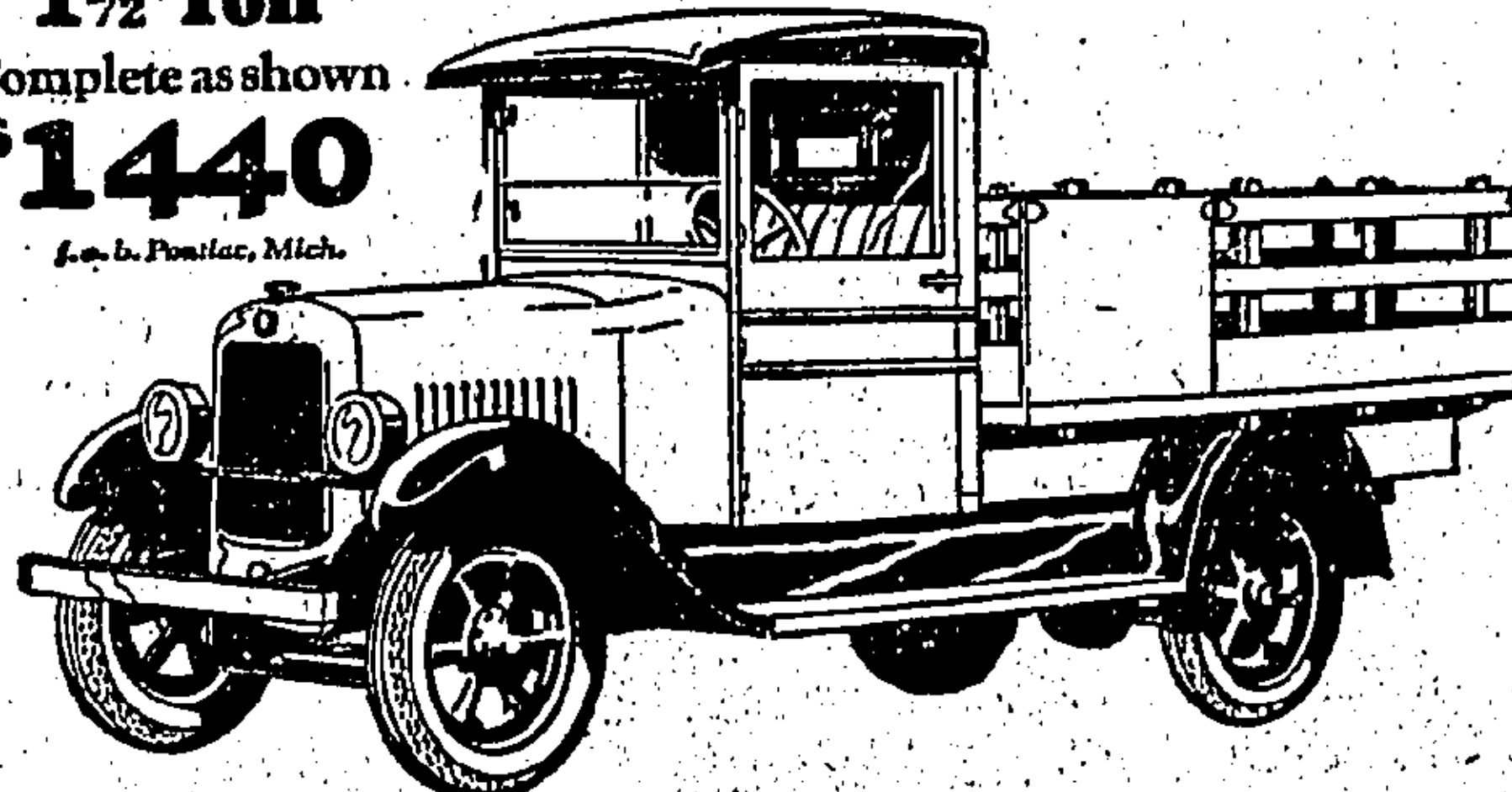
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1000lb. chassis - \$985

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Chassis Price - \$1095

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Two Ton - \$1295

(Gasoline driven)

Two Ton - \$2050

(Solid tires with gear drive)

Powered by the

BIG BRUTE

Heavy Duty Engine

2½ tons to 15 ton capacities

prices ranging from

\$3690 to \$5820

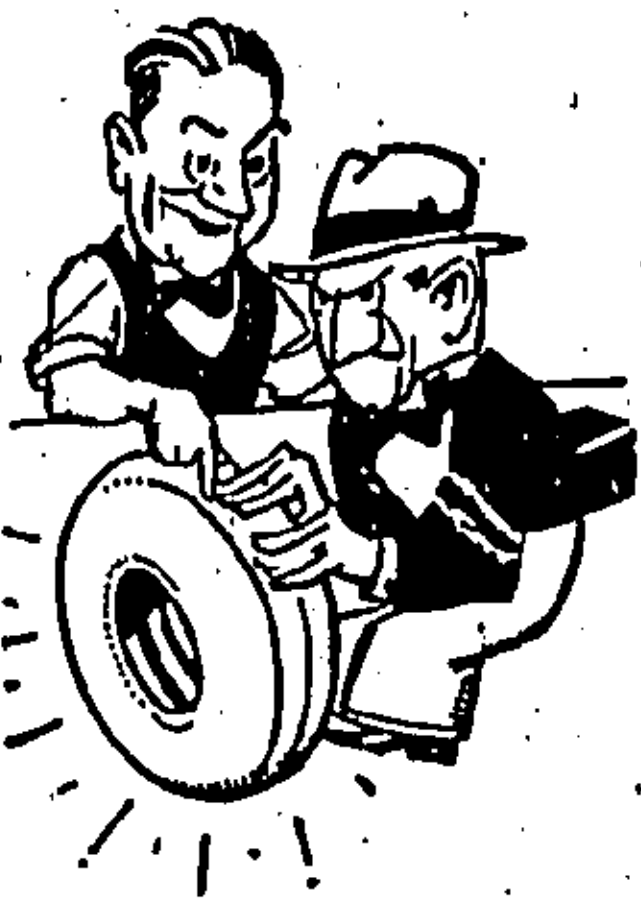
All prices f.o.b. Pontiac, Mich.

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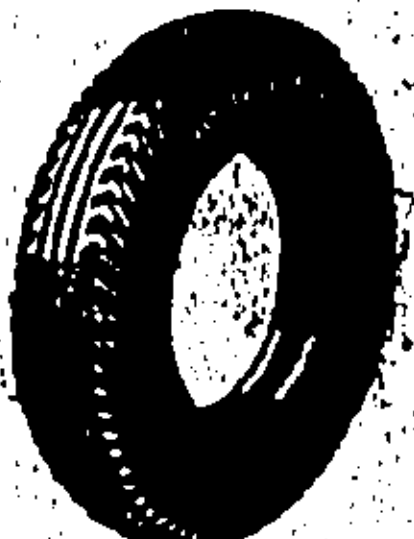


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## 148 M.P.H.!

WORLD TRACK RECORD BEATEN.

PACKARD CAR.

Graphic details relating how Leon Duray, prominent racing driver, broke the world's track record on the Packard Motor Car Company Proving Ground, are given below. He drove one lap of 2½ miles at 148.1 miles per hour.

At this speed and on this track his Firestone tyres were subjected to an unusually severe test. Few people realize the terrific strain thrown on tyres on the straight-away, and the still greater strain thrown on them when taking the turns on an oval track. With Duray's car travelling more than 148 miles per hour, it is estimated that the wheels were revolving at an average of 1657 times per minute. On the stretches the wheel speed reached approximately 1736 rims per minute.

To travel at record speeds, tyres must be perfectly balanced. The dangers of imperfect balance can be better understood when a study is made of centrifugal force. When driving at record speeds centrifugal force is measured in tons. Tyres of the size used by Duray, are inflated to 70 pounds, yet when driving at a speed of 148 miles per hour, the centrifugal force is so great that the tyres become egg-shaped. These tyres at rest measure 5.02 inches on standing height. When in motion at 148 miles per hour, they measure 5.51 inches in standing height.

Not long ago the public looked upon automobile racing as pure sport, feeling that racing conditions were so far removed from those faced by passenger car owners that there could be no connection. Conditions, however, have changed and to-day all car manufacturers watch every racing development.

Speeds of passenger cars are greatly increased and startling marks have been set by skillful drivers using stock cars. High-powered cars, better roads, lower car design, boulevard stops, traffic signals, congested traffic, more frequent and quicker starts and equally frequent and sudden stops, cause a combination of service conditions that make the lessons learned in racing of vital importance to every one.



## OVERSEAS TRADE.

## HOW AMERICA DOMINATES IN SALES.

## BRITISH FAULTS.

The remarks of some of the British motor manufacturers printed during the last Imperial Conference, in December, 1926, make poor reading eighteen months afterwards.

The Prime Ministers of New Zealand and Australia pointed out to the manufacturers that they were losing overseas trade which ought to be theirs and suggested that manufacturers should visit the Dominions and see what was wrong. Two of the most prominent concerns in the industry wrote to the Press concerning overseas markets defending British cars as suitable for overseas, and the Press was optimistic. The result, however, has been disappointing, and British sales have been falling instead of increasing.

One British firm wrote: "Why, then, it will be asked, are British cars going to the Dominions in such small quantities? For the simple reason that the traders there will not give firm orders for reasonable quantities. . . . If the overseas buyers would come down to hard facts and treat with us upon a sound business basis."

**CREATING MARKETS.** This is sheer nonsense. It is suggested that overseas agents should go to the factories for the business. The Americans have got the trade because they go to the agents, make terms which are acceptable and put down an organisation to sell their cars. The days are past when trade automatically went to Britain; other countries send their representatives abroad and seek orders. More than that, by advertising and by subtle propaganda of every known form they create a demand where none existed and then, by their organisation, they see to it that the new demand is amply met and that it is maintained. The American factories have their branch factories in the Dominions, they have large offices and staffs, they spend enormous sums on advertising, and they place their propaganda in every home

and every office. Their Government co-operates with them in the matter of distribution and their shipping lines assist them. Their branch offices overseas keep them informed of every development in every market, the state of trade, the trend of population, the wealth of the people, the state of the crops, and other vital information bearing on the possibility of future sales. They listen to the car owners; they constantly adapt and improve their wares instead of waiting for an annual show and then being six months late in delivery of new models. In short, they create their markets.

But the British manufacturer sits in his office and waits for the overseas agents to give him "firm orders." The cars England has been sending overseas have not been acceptable for a variety of reasons. The overseas buyer demands a car of standard track and long wheel-base, with big balloon tyres and long, supple, slow-acting springing. The roads make these things necessary. The engine must be of ample power to climb most hills on top gear; the overseas driver has an unbending aversion to changing gear too frequently, as is necessitated by the tiny English engine. The Dominions are not cramped; they have huge open spaces and distances between towns are great. The Colonial lives in a big country and thinks big; he must have a big car. Five-seater cars are the minimum. Passengers must not be cramped on long journeys over rough roads, and the upholstery springing and seats must be comfortable. The lines of the car must be pleasing; long, low, sweeping curves giving the impression of speed are desired. Coachwork must be strong enough to stand up to terrific strains without rattling—to strains unknown and impossible to imagine on English roads.

**HIGH POWER WANTED.** Power is necessary in countries where the average roads climb hills such as are not found in England, and for this reason six-cylinder engines are more popular than fours. The price of the low-powered English four-cylinder engine, with narrow four-seater body is in many cases greater than that of the high-powered American six-cylinder (Continued at foot of next column.)

## 509 FIAT.

## SUCCESS AT TUCUMAN MEETING.

## FIVE RACES.

Correspondence just received from the Argentine gives details of the Motor Meeting which took place on Sunday, May 20, at Tucuman in the Argentine Republic, before a vast concourse of people and in splendid weather. This is one of the most important motor events of the Argentine, and it is estimated that over 20,000 people witnessed the races. From the earliest hours of the morning the stands were literally taken by storm. Large numbers of people came from Buenos Aires and from other towns, so that the difficult problem of finding accommodation for the night was solved by many with gay revelry under the starlit sky.

The meeting comprised five races for the following classes of cars:

4 cylinders, 6 cylinders, Light cars, Cars without limit of piston displacement, Cars driven by ladies.

North American cars were well in evidence, as the Motor Industry of the United States by its persistent and tenacious policy of commercial penetration has succeeded in dominating almost entirely the local markets. Italy was represented by a little Model 509 Fiat driven by Raffaele Bossini.

The Light Car event was run immediately after the open race. The start took place at 12.35 p.m. and the race, which was ten laps of the "9 de Julio" Track (57½ miles), presented some very exciting moments. The little Fiat at once showed its magnificent running qualities. Amid the growing enthusiasm of the enormous gathering of spectators, the Italian car "of elegant lines, swift as the wind and with admirable regularity" to quote the words of the Tucuman daily "El Norte Argentino," thoroughly beat all its competitors, arriving first at the winning post a good four minutes ahead of the second arrival, an Overland-Whippet.

A thunder of applause greeted the Fiat's victory, due also to the skilled and masterly driving of Bossini, in whose honour a banquet was afterwards held, all the leading personalities of the town being present.

Commenting on the Meeting "El Norte" wrote the following day that the phenomenon of the contest "was the tiny Fiat which made a splendid and most regular race; it was the car that attracted the most attention by its speed and stamina."

Thus did the Italian Motor Industry do itself honour in a competition known and commented upon throughout the whole of South America.

Capt. Malcolm Campbell was amused when shown a message from Copenhagen stating that M. Rytter, the Danish Minister of Justice, had forbidden him to attempt to break the world's motor speed record on the sands at Blokhus on the Jutland coast. Capt. Campbell more than three months ago decided after a visit to Denmark that there were no suitable sands there for his purpose. He said "I am proceeding with my plans for the speed attempt in the Syrian Desert, to which reference has already been made."

saloon car, and when it is remembered that the foreign car starts with a big handicap in higher Customs duty it seems that something is wrong in British factories. It is argued, and perhaps admitted, that the English car may be more economical on fuel and oil than the American and, with luck, may last a bit longer. But these things are more or less problematical and are not considered by the buyers. A hundred pounds on the price of an inferior English car, slower in acceleration, smaller in horsepower and seating capacity, and slow on hills, make all the difference to the customer. The average Colonial has a big family. He has been taught to use a big car. He can afford to run a big car, scrap it in two years, and get the latest model so as to be up-to-date with his neighbours, and he buys a big car.

Without exception, the Overseas Dominions want British cars and are prepared to pay a little more for them within reason. But until the British manufacturer turns out the right class of thing and lays down an efficient sales and service organisation America will continue to dominate the market.

It is no use for England to wait for the trade; she must send out her best brains and fetch it. The overseas markets which should be hers are more than sufficient to absorb all her unemployment; but her leaders of industry have not had the breadth of vision to realise their possibilities abroad; they have been too much in the past—and they are looking for it in lost trade. Fred W. Simmons in "Daily Telegraph."

## NOVEL FEATURE.

## CAR WITH FRONT WHEEL DRIVE.

## ELIMINATING SKIDDING.

A British motor firm has established a new era in motoring.

Recently I had a prolonged trial of a front wheel drive Alvis lent me by Henlys, of Devonshire House and Great Portland-street, W., and I am so impressed with the novel features of this car and with its extraordinary road-holding qualities that I think it deserves special mention as one of the outstanding achievements of the motoring year writes the "Morning Post" Motoring Correspondent.

I am aware that other front wheel drive cars have been produced abroad, but these have been only for racing purposes—America, for example, has had front wheel drive races for some years.

The Alvis Company itself experimented for about four years with racing cars until it produced the present standard sports model, which is the same as the two cars which did so well at Le Mans this year.

## A "SUCTION" CAR.

The new model front wheel drive Alvis super sports car might well be termed a "suction" car, as, instead of the car being pushed along through the back wheels, it is drawn along with the front. The result is that the car's controllability is astonishing, as it has to follow the front wheels, while, in my opinion, the independent springing of each wheel almost eliminates all the disadvantages of the old type suspension.

The car has to be driven to realise the perfection of this springing, and can be taken across places that would disintegrate the ordinary car. The fact that there is no axle at the back, and only short driving axles at the front, so that each wheel, when it encounters a bump, moves up and down independently of any of the others, makes for this smoothness, while the fact that the usual cumbersome propeller shaft is absent means that the body and chassis can be made far lower at the rear.

## DISADVANTAGES.

That there are disadvantages I will not deny, but I think that these can all be overcome.

Firstly, there is a decided waste of space under the bonnet, as, in addition to the engine, the clutch gear box and final bevel drive have to be accommodated there in front of the engine instead of under the floor boards behind it, so that there is not so much room left for the bodywork.

Again, on a loose surface with large stones, or on newly-spread tar, the front wheels, being the driving wheels, pick up stones and dirt and hurl them at the driver, but this is only a matter of making the mudguards more efficient.

The car can be cornered at speeds quite twenty per cent. higher than those of any back-wheel drive vehicle that I know. It is possible, of course, to make the back swing round by cornering viciously, but directly the accelerator is depressed, the whole car has to follow in the direction in which the front wheels are pointing, and ordinary skidding is almost eliminated.

## LIGHT STEERING.

The steering is extraordinarily light, and is quite the safest feeling that I have ever experienced, as there is no possibility of wheel wobble or axle "dither."

As a car, the front-wheel drive Alvis has a maximum speed of about 80 miles an hour with a 1,500 c.c. engine, and a speed of a little over 60 miles an hour on the third ratio of the four-speed gear-box.

It is more than probable that there is a great future for the front wheel drive car, more particularly as Captain Malcolm Campbell and Major Segrave have both been considering the type for future attempts on the world speed record, for which purpose it should be ideal.

Again, I understand that there is a project to build a small, cheap car with a four-cylinder engine across the frame, employing a front-wheel drive, which could probably be sold for under £100.

It is gratifying to find a British firm like Alvis, of Coventry, sufficiently enterprising to spend years in the development of this car at great expense, and to lead the world in what should prove a great step forward in motor car design.

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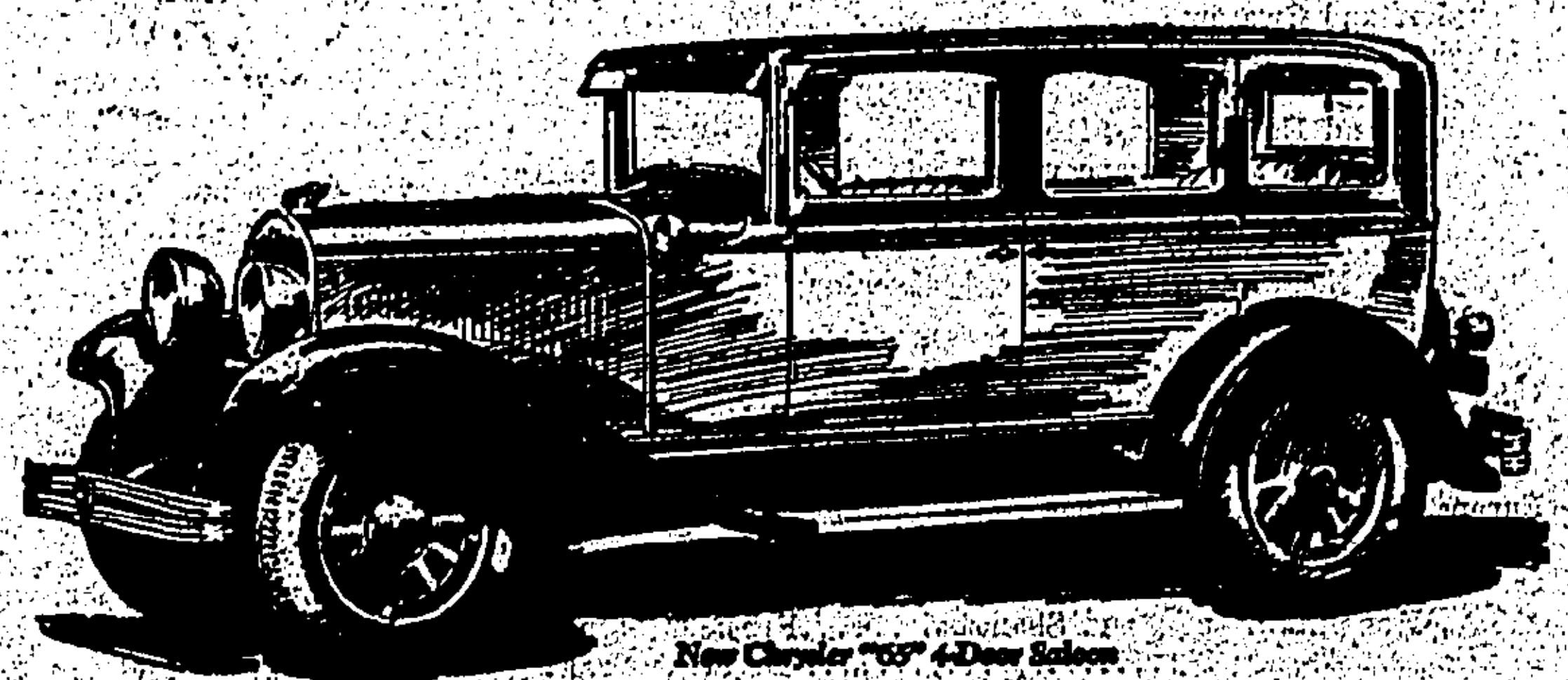
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offerings, beyond anything else the industry provides in performance and style. It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dip" high-compression head using dry piston—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature—new slender, grille valance—new bowl-shaped lamps

—beautiful body moulding and cowl lamps—new, larger chassis and longer, wider, roomier bodies—new enclosed wheel silhouettes—new "airwing" full-curved wings—new internal expanding Chrysler hydraulic foot-and-toe brakes—new safety by weather conditions—Lower bodyline—shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles

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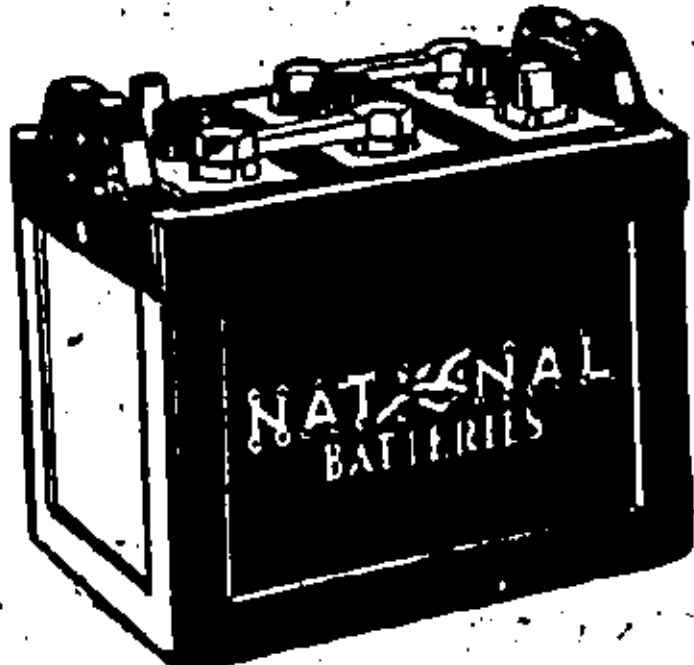
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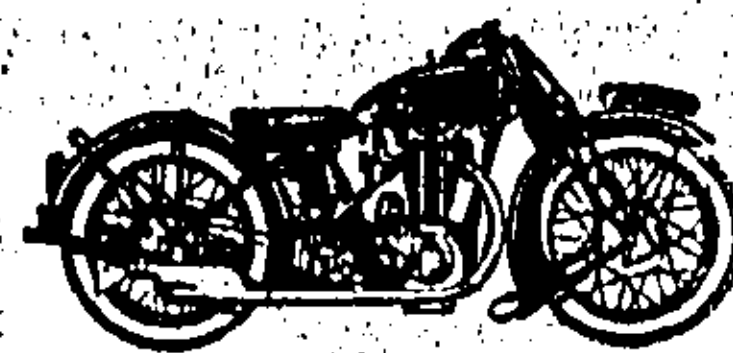


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## POST OFFICE NOTICE

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superimposed.  
The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

### INWARD MAILS.

From	Per	THURSDAY, SEPTEMBER 20.
Australia and Manila	Aki Maru	
Shanghai and Swatow	Ningpo	
Shanghai and Europe via Siberia	Achilles	
FRIDAY, SEPTEMBER 21.		
Shanghai and Europe via Siberia	Glenamoy	
Japan, Shanghai and Europe via Siberia	Suva Maru	
SATURDAY, SEPTEMBER 22.		
Japan	Gambada	
Europe via Negapatnam (Letter only London)		
23rd Aug.	Yone Maru	
Shanghai and Swatow	Sinkiang	
U.S.A., Honolulu, Japan, Shanghai & Europe		
via Siberia	Pres. van Buren	
MONDAY, SEPTEMBER 24.		
Europe via Negapatnam (Papers only London)		
23rd Aug.	Kutsang	
Canada, U.S.A., Japan and Shanghai	Empress of Canada	
U.S.A., Honolulu, Japan and Shanghai	President Lincoln	
Manila	President Grant	
TUESDAY, SEPTEMBER 25.		
Japan and Shanghai	Athos II.	
Saigon	Sphinx	
WEDNESDAY, SEPTEMBER 26.		
Amoy and Swatow	Van Heuts	
FRIDAY, SEPTEMBER 27.		
Japan and Shanghai	Kashgar	

### OUTWARD MAILS.

For	Per	THURSDAY, SEPTEMBER 20.
Sam Shui and Wuchow	Kwong Ying	4 p.m.
Wei Hai Wei and Daluy	Chang Chow	4.30 p.m.
Amoy	Hosang	5 p.m.
Saigon	Dampt	5 p.m.
Shanghai and Europe via Siberia	Talamon	5 p.m.
FRIDAY, SEPTEMBER 21.		
Fort Bayard	Wing Lee	8.30 a.m.
Japan	Aki Maru	9.30 a.m.
Swatow, Amoy and Foochow	Halvard	11 a.m.
Cebu	Phenius	2.30 p.m.
Straits	Bellerophon	2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 21st Oct. K.P.O. Registration 4.30 p.m. Letters (Sept. 22nd) 9 a.m. G.P.O. Registration (Sept. 22nd) 8.45 a.m. Letters (Sept. 22nd) 9.30 a.m.	Suva Maru	
SATURDAY, SEPTEMBER 22.		
Amoy	Kwangtung	1.30 p.m.
Manila	Pres. Van Buren	5 p.m.
Shanghai and Europe via Siberia	Shantung	6 p.m.
SUNDAY, SEPTEMBER 23.		
Bangkok via Swatow	Kiangsu	9 a.m.
Swatow, Amoy and Formosa	Hosan Maru	9 a.m.

\*Correspondence bearing vessel's name only.

### NEW SINO-BELGIAN TREATY.

#### IN THE MAKING.

NEGOTIATIONS PROGRESSING AT GENEVA.

"EQUALITY, ETC."

Brussels, Yesterday. The Chinese-Belgian conversations at Geneva which aim at the conclusion of a provisional agreement to supersede the Treaty of 1868 are reliably reported to have progressed to the extent that a favourable outcome may be shortly expected in the shape of a new Treaty based on principles of equality and reciprocity.—Reuter.

### DISPUTE OVER SALT.

TWO LOCAL DEALERS SUE EACH OTHER.

TO-DAY'S CROSS ACTION.

Cross actions between two firms of salt dealers were heard by Mr. Justice P. Jacks (Puisne Judge) in the Summary Court this morning. Mr. C. A. S. Russ appeared for the Wai Shing firm of merchants, No. 303, Des Voeux-road West, who sued the Wing Lee shop of No. 4, Centre-street, for \$268.18, alleged to be balance due on goods supplied. Mr. Leo d'Almada e Castro, Sr., defended.

The Wing Lee shop in turn sued the Wai Shing firm, the same solicitors appearing and the two cases being dealt with together.

Opposed Versions. The Wing Lee shop alleged that the Wai Shing firm (plaintiffs in the first case) forcibly removed \$394.50 from their shop. As they admitted owing the Wai Shing firm \$24.93, the Wing Lee shop claimed \$369.57, and also for damages for alleged wrongful detention of their goods.

The Wai Shing firm said that they bought goods from the Wing Lee shop, but denied forcible removal. In any case, they said, the Wing Lee shop still owed them \$268.18. The Wing Lee shop said that it was not a purchase from them but a forcible removal of everything from their shop.

### BANK'S LUCK.

\$176,000 CASINO LOSS IN THREE DAYS.

Deauville.—Deauville were recently discussing the loss of 22,000,000 francs (about \$176,000) by the Greek Syndicate at the Casino here in three days.

On a Monday night M. Zographos, the sad-looking little man who deals the cards and holds the bank for the syndicate, lost 17 times consecutively. A few nights later Lady Stanley, Lord Derby's daughter-in-law, won 10 hands consecutively against him.

M. Zographos, however, who looks like Charlie Chaplin, always seems about to burst into tears even if he is winning, so that his expression did not change.

Gambling goes on regularly until 8 o'clock in the morning and to watch the big play it is necessary to stay up until 3 a.m., which is when it really begins. It is also necessary to pay 50 francs (about \$4) merely to watch it.

### BLINDFOLD!

TELEPATHY CLAIM IN DIRT-TRACK DEMONSTRATION.

A demonstration of what is claimed to be telepathy was given before about 30,000 people at the White City dirt-track race meeting by a Frenchman named Gaston Overien.

Overien, with his face and eyes completely covered by a thick mask rode twice round the track on a motor-cycle, avoiding numerous obstacles such as benches, barrels, and hurdles which had been placed there after he had been blindfolded. An independent observer was satisfied that no one could see through the mask.

Overien claims that he performs this feat by the exercise of a sixth sense. During the war, he says, he received a bullet in the brain, when fighting on the Somme, and part of the bullet remains.

When passing his wife on each circuit he waved to her. Afterwards he said that it was her will power and telepathy that helped him.

### TUNNEY TELLS THE WORLD.

#### LITERARY LIONS.

LONDON'S BRIGHTEST "BEARDED IN THEIR DEN."

ONE OF THE ELITE.

London, Aug. 30. Gene Tunney, the world's boxing champion, whose admiration for George Bernard Shaw and other celebrities of the pen has evoked from time to time satirical comment, has bearded the literary lions in their den, cables the London correspondent of the "Statesman."

In deference to Tunney's literary aspirations a dinner was given here last night and the guests included Arnold Bennett, Gilbert Frankau, Hugh Walpole, Jeffrey Farnol, Sir John Lavery, Sir H. Curtis Bennett, Lord Decies and Lord Dalzell.

An awkward moment occurred during the toast of the President of America, the band perplexedly playing "O! Man River." Tunney, in a speech, amazed the company by his fluency, and was never at a loss for a word. He modestly asked, "What's boxing? Merely the ability to co-ordinate mind and muscle at the critical moment. Had I been a famous litterateur my welcome would have been left to posterity."

Arnold Bennett swelled the chorus of praise for the boxer, remarking that when he told a friend he was dining with Tunney his friend replied, "You are a damned liar. You are boasting."

"Crashies" Into Society. A New York message states that Tunney has "crashed" into the New York Social Register, which is the Debrett of America or the Almanach de Gotha of the New World, to whose pages none but the socially elite are supposed to be admitted.

It is the first time that a champion prize-fighter, who fought his way from lorry-driver and stenographer to the pinnacle of the boxing profession, from which he retired at the zenith of his career, has been admitted to the Social Register.

The announcement that the governing Board of that publication had decided to admit Tunney caused considerable surprise.

The fact that he is engaged to be married to Miss Mary Josephine Lauder, daughter of one of Andrew Carnegie's partners, and reputed to be worth \$10,000,000 in her own right, influenced the governing board to some degree, but it must be admitted that Tunney fought his way into society practically unaided.

#### The Exclusive Register.

There have been examples in the past of society women who have married so-called "commoners" being struck out of the Social Register. The latest example is that of Irving Berlin and Miss Ellen Mackay, daughter of Mr. Clarence H. Mackay, multi-millionaire head of the Commercial Cable Company.

The marriage caused an estrangement between Miss Mackay and her father. In its next issue the Social Register appeared with the name of Mrs. Irving Berlin deleted. The Board of Governors had decided that a song-writer, even one so famous as Mr. Berlin, had no place in the Social Register.

Gene Tunney's friendship with influential and wealthy people, and his much-ridiculed attitude of standing aloof from the traditional associations of the prize-ring, have earned him this signal honour.

There are millionaires in the United States to-day who would gladly sacrifice half their fortunes to be listed in the "Social Register"—a distinction granted only to those merited by birth or social influence, to be included in the rank of American aristocracy.

Hence, in the next issue of the "Social Register," on the same page with the Turnbells, the Tuckermans and the Tupperes—all families of the highest social standing—will appear Mr. and Mrs. James J. (Gene) Tunney (nee Josephine Lauder), Greenwich, Connecticut.

### PUBLIC SAFETY BILL FOR INDIA.

#### AMENDMENTS.

EUROPEANS AND BRITISH SUBJECTS AFFECTED.

LIKELY TO BE ACCEPTED.

Simla, Yesterday. The Select Committee considering the Public Safety Bill has limited the life of the bill to five years and exempted from its scope Europeans and British subjects who have lived in India for five years, and who have a stake in the country or are engaged in business.

The bill will not affect those who are merely associated with the Bolshevik movement. The aggrieved may appeal against his removal before a tribunal of three at a sessions of judges and the High Court.

The amended bill is likely to be accepted.—Reuter.

### LATE SIR G. WILLS.

ONE DAUGHTER WIFE OF BISHOP: 3 UNMARRIED.

MILLIONS LEFT TO THEM.

Bristol.—The four daughters of the late Sir George Wills, Bart., president of the Imperial Tobacco Company, who has left £10,000,000, while showing the keenest interest in the many benevolent institutions with which their father was associated, have lived very retiring lives, and have figured little in the public life of Bristol.

Sir George, who died on June 11, settled certain trusts for the benefit of his daughters, and left the residuary estate between his children—his son, Sir George Vernon Proctor Wills, and his daughters. It is estimated that, after the deduction of legacies and death duty, they will share several million pounds.

The eldest daughter, Miss Hilda Proctor Wills (one of the executors), is a woman of high educational attainments and great capacity. For many years since the death of her mother she has been her father's right hand.

Upon her devolved the main burden of caring for her father during his long illness, while the responsibilities of maintaining the home at Burwalls, and the country households at Blagdon, Somerset, in Scotland and in Norway, and controlling their staffs, have been very heavy. Miss Wills has been a keen worker as a member of the Peter Herve Benevolent Institution.

#### At Bristol Cathedral.

The second daughter, Alice Lilian, is the wife of the Bishop of Bath and Wells. It was when Dr. Wynne Willson went from the headmastership of Marlborough to Bristol Cathedral as Dean that he met his wife. She was much interested in the cathedral work, and their many mutual interests led to marriage.

Since they have been at Wells the Bishop's Palace has been repaired and a vast amount of work done to preserve the beautiful old cathedral, which still retains its moat and many mediaeval features of note.

Miss Vera Wills, like her sisters, does a good deal of committee work in connection with benevolent objects in Bristol, and is a most valued member of the Bristol Cripple Children's Society. The youngest daughter, Miss Margaret Wills, also shares in these interests.

### HIGHWAY ROBBERY.

MAN AND THREE GIRLS AT MAGISTRACY.

AGAIN ADJOURNED.

The case in which a man and three girls are charged in connection with a highway robbery in the New Territories, was again adjourned till next Wednesday afternoon to the Kowloon Magistracy yesterday.

Mr. H. Somerset Fitzroy is prosecuting on behalf of the Crown while Mr. C. A. S. Russ is appearing for the first defendant and Mr. Leo d'Almada for the three girls.

In fifty years time English will be the language of the majority of the people in the world.—Mr. P. B. Shawan.

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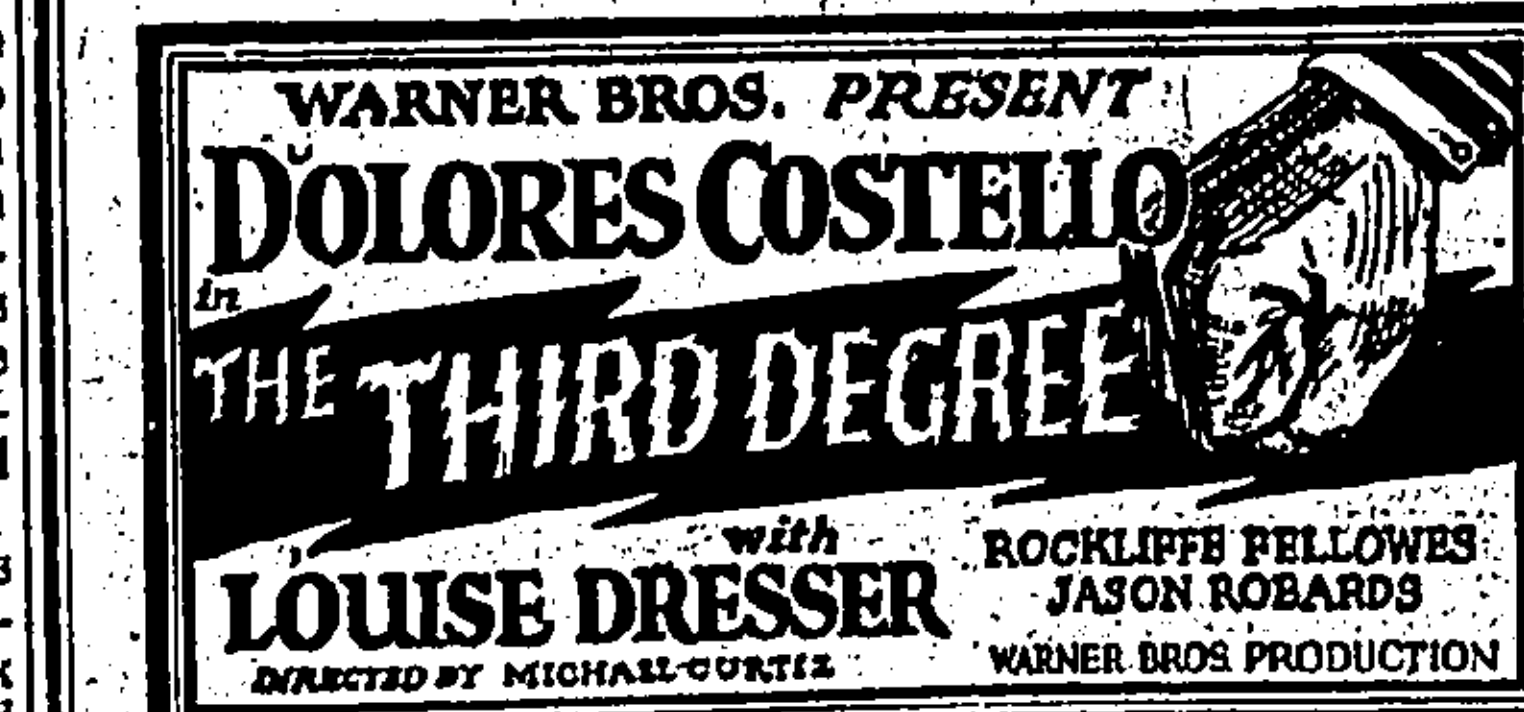
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